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Hongkong, 19th August, 1904. [a202]

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Hongkong, 31st October, 1902. [a49]

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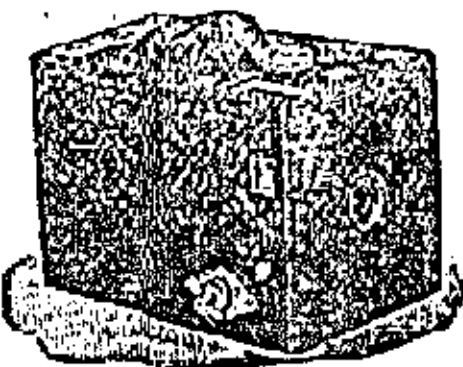
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Hongkong, 2nd July, 1904. [a1621]

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Hongkong, 1st May, 1904.

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Hongkong, 8th July, 1904. [a34]

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[3]

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Correspondents must forward their names and addresses with communications addressed to the Editor, and for publication, but as evidence of good faith. All letters for publication should be written on one side of the paper only.
No anonymous signed communications that have already appeared in other papers will be inserted.
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The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 22ND AUGUST, 1904.

Our dear neighbours, the American colonists of the Philippines, would appear (if their local journals afford any criteria to judge by) to be somewhat discouraged by the results of their efforts in those tropical islands. The Manila newspapers, which customarily seem about as antipathetic, each to other, as the most repellent of the atoms, agree in bewailing the general condition of Philippine prosperity. They have written that trade has gone from bad to worse; that the most that can be done is to scrape a precarious living from the platter of business; and they have published warnings meant to undeceive such of their fellow countrymen in the States as might be under the impression that the U.S. insular colony is another El Dorado. One of the last papers to hand by Saturday's mail reports that a large number of civilians had just left Manila, "returning to the Home-land with the expressed intention of remaining there." They were men who "had failed dismally in the race for commercial prosperity": who "had battled bravely against an untoward fate, and had only surrendered when success seemed impossible of attainment." We are told they "left the Philippines sorrowfully, with deep regret for the necessity of seeking other fields of usefulness." There is an ever-present temptation to exaggeration in the case of journalists who have to bring before their readers a picture of the state of things as they are, either good or bad; and we are afraid we cannot describe our Manila contemporaries as immune thereto. The tone of the business man who is dissatisfied with his progress, even though he has to admit some progress, is proverbially pessimistic. His complainings, caught

by the newspaper man and by him re-echoed, are apt to lose in conscientious accuracy what they undoubtedly gain in expressiveness and force. American enterprise on this side of the Pacific is young yet. It seems to us full early to let it go forth that there is an actual "necessity of seeking other fields of usefulness." Indeed, it would not be a rash assertion if we ventured to suggest that the list of arrivals at Manila is probably as lengthy as the list of departures. Those who are described as having "failed dismally" were perhaps victims of that racial fever which has been characteristically summarised by Uncle Sam's citizens themselves as the "get-rich-quick itch." No doubt in the early days, before the "old resident" species—rare as it is in the Philippines—had had time to evolve, returns were quicker and profits on a more generous scale. Similar beginnings and like windfalls have been noticed in China. There is, of course, a big difference between our methods in this colony, and in the various Chinese settlements, and the American methods of treating the indigenous community in theirs; and we must be pardoned for preferring our own. It is not yet five years ago since the pots of Luzon were thrown open to trade. None of our merchant princes expected or managed to get rich so quickly as these despondent and departing men of Manila. It is, moreover, a fact by no means hostile to our argument that there should be so many British firms, some old established, in the Philippines, none of whom seem to have recognised "the necessity of seeking other fields of usefulness." Also, despite a corrective comment directed at us recently by one of our sprightly contemporaries, we are still unable to read into the trade statistics of the last three years any proof that things insular are so bad as they are made out to be. A continuance of railway enterprise, with as cheap freights as can possibly be arranged, ought to make the outlook very much brighter for our neighbours. We have already hinted at the virtue of a little patience. We cannot conclude more appropriately than by quoting, from the same journal whence we took the pessimistic views already cited, these words. They were used in connection with quite another subject, but they apply equally well to this. "The days of the empire are gone; the day of the cit and assertive ignorance, of merchants who submit to blackmail, of honesty and accomplishment, not the 'cheerful stuffing of the balloon nor the 'frantic endeavor to pull oneself up by one's bootstraps."

Saturday's plague return was also without any case to record.

Sham Shui Po, Chinese Cemetery, was passed as "sufficient and proper" on the 17th inst.

The P. M. S. S. Co's s.s. *Siberia* which sailed hence July 21st arrived at San Francisco on the 18th inst.

The Afforestation Department has published a set of rules relating to charcoal burning in the New Territory.

No dog brought from Shanghai will be permitted to land at Hongkong for a further period of six months from the 13th August.

The ordinary half-yearly meeting of shareholders in the Hongkong and Whampoa Dock Co. will be held to-day at noon.

"Harlech Road," running from Victoria Gap along the south shoulder of the Peak and the north shoulder of High West, is now an open public road.

In Kobe, Mrs. Tomoe's claim to have a provisional attachment on her property cancelled was dismissed. As we have already reported, the origin of the action was a debt of Frank Tomoe's, lately of Hongkong.

The next transfer day (Licensing Sessions) is fixed for the 30th instant. Two applications are notified—Criterion Hotel, transfer from Anne Melhuish to George Green, and Louis Comar's application for licence to sell and retail under the sign of "The Main Hotel," No. 61, Des Vaux Road.

In the past year the Tokyo stage has suffered the loss of no less than three celebrated actors. A year ago the great Danjuro died, and he was followed by Onoe Kikugoro. The death is now announced of Ichikawa Sadanji, who has been a principal actor of Japanese plays for thirty years. Ichikawa Sadanji was sixty-three years of age.

Here is the programme of music to be performed by the band of the 110th Mahatma Light Infantry on the New Parade Ground, this (Monday) evening:—
March, "Triumphal" Robinson
Selection, "The Belle of New York" Kerker
Song, "The Light of the World" Adams
Selection, "The Shop Girl" Cayll
Valse, "Cacere Amie" Musgrave
Selection, "Scotch Medley" Cavallini
Dance, "Hungarian" Brahms

"Gentlemen of the jury, it is a pity that a sickening flirtation between jurors and defendant in a criminal case has the power in this Court to defeat the ends of justice." In these words, the *New York Times* reports, Judge Taylor, of the Circuit Court at St. Louis, rebuked the jury who acquitted a woman charged with robbery. The Judge declared himself "sickened and disgusted" with the flirtation which had occurred during the hearing of the case, and hoped none of the jurymen would ever sit in his Court again.

The tramway question that has recently been referred by the Kobe City Assembly to a Committee is complicated by the fact that the Municipality is considering the question of municipal tramways for Kobe. The Hanjin Electric Railway, which is constructing a line from Osaka to Kobe, seeks for powers to pass through the Settlement in order to reach the American Hatoba from the east, while those in favour of the City tramways appear to think that the City limits ought to be kept free from the incursion of a private company. It seems probable, however, says the *Kobe Chronicle*, that the application of the Hanjin Railway will be approved in a modified form.

GOVERNMENT APPOINTMENTS.

The *Government Gazette* contains these two notifications:
His Excellency the Governor has been pleased with the approval of the Secretary of State for the Colonies, to appoint Arathoon Soth to be Registrar of the Supreme Court, Official Administrator, Official Trustee and Registrar of Companies, in succession to James William Norton Kyche, retired, with effect from the 19th of May inclusive, and also John Horsford Kemp to be Deputy Registrar and Appraiser in succession to Arathoon Soth, with effect from 1st August.

With reference to Government Notification No. 3 of 1903, it is hereby notified that His Excellency the Governor has been pleased to appoint Major C. L. Josling, R.A.M.C., to be a member of the Sanitary Board, instead of Major C. S. Spinks, whose appointment was previously notified, during the absence of Colonel W. E. Webb, R.A.M.C.

WARSHIP MOVEMENTS.

H.M.S. *Sirius*, 2nd-class cruiser, arrived from Singapore early yesterday morning, having been relieved on that station by H.M.S. *Edipus*, 2nd-class cruiser, which left Hongkong some ten days ago. The *Edipus* will remain at Singapore till relieved by the *Adriatic*, which is coming out from home. The *Adriatic* is a twin-screw 2nd-class cruiser of 4,300 tons; 7,000 i.h.p. She was built at the works of the London and Glasgow Shipbuilding Co., of Glasgow, in 1893. The *Terrible*, 1st-class cruiser, left for Weihaiwei, with reliefs, at 5 p.m. on Saturday. The *Humber*, storeship, is momentarily expected from the north, with some 60 Russian naval refugees. Arrangements have been made to receive these men on the receiving-ship *Tamara*. It is understood that the officer of the *Riesstelin*, who wrestled with the Japanese lieutenant and subsequently fell into the water, is amongst the number who will arrive here.

THE ARRIVAL OF THE "GAELIC."

Some anxiety was beginning to be felt locally on Friday regarding the *Gaelic*, which had not arrived, though due on Tuesday or Wednesday morning. Fears were entertained that she had been molested by the remnant of the Russian fleet, but speculation was set at rest on Saturday morning when the vessel steamed into the harbour and Captain Finch reported the cause of the delay to have been a typhoon.

The *Gaelic* left Shanghai at 10.30 a.m. on the 13th, and when nearing the Heishans on the 15th the barometer was noticed to be rapidly falling. The following day a strong gale was experienced, the wind rising to hurricane force with terrific squalls both of wind and rain. The wind had been backing from E.S.E. to E. and N.E. At 4 a.m. on the 17th it fell calm, the barometer reaching its lowest reading which was 28.02. The ship was in the centre of the storm. An hour later the wind began blowing with terrific force from the west, the sea becoming "tremendously high, confused and dangerous." At 10 a.m. the sky began to clear, and the conditions rapidly changed for the better.

The *Gaelic* had between twenty and thirty European passengers on board, and, needless to say, they have no wish to repeat the experience. It speaks well for the captain and his officers that the ship sustained no damage. The *Gaelic* brought Yen 200,000 in Japanese gold from Yokohama.

DIDDLING THE RUSSIAN PRIZE COURT.

A Tokyo despatch explains the circumstances in which the British steamer *Samara*, under charter to the Hokkaido Colliery and Railway Company, was released by the Vladivostok squadron on July 20th off Yesan Point, near Hakodate. Immediately the *Samara* was stopped by the Russians, her captain consigned to the fire the charter certificate of the Japanese Government and other important papers, and in consequence the Russian officers who boarded the steamer could not secure evidence that the steamer was under any charter to a Japanese company. The Russians were thus obliged to release the *Samara*. The Hokkaido Colliery and Railway Company applied, the *Kobe Chronicle* says, for a new certificate for the steamer. But for the resourcefulness of the captain, one more prize would have fallen into the hands of the Russians.

THE WAR.

[JAPANESE OFFICIAL DESPATCH.]

"NOVIK" SUNK.

Tokyo, 21st August.

The *Novik* en route to Vladivostok was sunk by our cruisers at Korsakoff, Saghalien, to-day.

Details are not yet reported.

[RUSSIAN SERVICE.]

BRITISH AND AMERICAN PROTESTS.

London, 18th August.

Reuter's St. Petersburg correspondent wires: it is understood that Russia's reply will recognise the validity of the British-American views, differentiating between conditional and absolute contraband. The specific cases of seizure, of which Great Britain complains, will probably be reserved for consideration.

RUSSIAN SEARCH FOR CONTRABAND.

London, 18th August.

Another collier for Marseilles has been stopped by the Russian cruiser *Ural* (which is searching for steamers carrying contraband for transshipment at Mediterranean ports). This interference with purely local traffic has redoubled the indignation against the Russian proceedings, and the papers are giving very strong articles on the subject.

THE BALTIC SQUADRON.

London, 19th August.

The Baltic squadron, composed of eleven ships, left Libau on the 15th instant, accompanied by several colliers and two floating docks for repairs at sea. Admiral Rozhdestvensky, in command, starts on the 3rd prox.

GERMAN EXPERTS COMMISSERATE KUROPATKIN.

London, 19th August.

Military experts in Germany take an extremely pessimistic view of General Kuropatkin's prospects, which views are shared by the army organ, *Militar-Wochenblatt*.

JAPAN RETAINS THE "RIESSTELINI."

London, 19th August.

The *Morning Post* states that Japan's answer to Russia's protest re the seizure of the *Riesstelin* was yesterday communicated to Great Britain and the United States. Japan refuses to surrender the destroyer, and justifies the seizure, declaring that the ship had recoiled in readiness to escape. The answer recapitulates Russia's violations of China's neutrality, including the wireless telegraphy at Chefoo.

THE "AGINCOURT."

Mr. Newman Mumford, Lloyd's Surveyor at Hongkong, who a few days ago went down to the wreck of the s.s. *Agincourt*—lying stranded on Hainan Island in the Douglas s.s. *Hailong*, with 30 members of the Hongkong & Whampoa Dock Co.'s staff, has returned to Hongkong with the others. The *Agincourt*, on the 1st inst., while on a voyage from Nagasaki to Calcutta in ballast, encountered a typhoon and was driven ashore inside Pig's Head Point, Hainan Island. She was piled up with her starboard broadside to the beach, subsequently becoming rather deeply imbedded in the sand from stem to stern. The *Hailong* arrived at Chue-tau Anchorage (a small bay south of Hainan Island) on the 17th inst., and the party proceeded to strip the *Agincourt* of all movable fittings, such as compasses, wire reels, steam piping, etc., which were transhipped to the *Hailong* by means of life-boats. Owing to a high south-easterly swell and heavy surf the men experienced considerable difficulty. On three occasions life-boats were washed high and dry on the beach. Capt. T. H. Worsnop, of the *Agincourt*, applied to the Yamen for protection from a possible attack of would-be looters. The Mandarin sent half a dozen soldiers and two officers. The captain, third officer and engineers of the *Agincourt* came to Hongkong by the *Hailong*. The chief and second officers and crew sailed in a junk for Hoihow about a fortnight ago, and have not been heard of since.

The *Agincourt* has some 600 tons of bunker coal aboard. She was built at Howdon, Newcastle-on-Tyne, by the Northumberland Shipbuilding Co., at a cost of £50,000, last year. Her registered tonnage was 2,789. At present she is lying starboard broadside to the beach. Her stem is five feet in the sand and her stern three feet. There is thirteen feet of water in the No. 1 and 2 holds. The bottom is not very badly damaged, though there is a hole in No. 1 hold. Mr. Mumford did not visit the s.s. *Baron Gordon*, lying intact on a ledge of coral at Bontlay Shoal.

LOCAL SPORT.

V.R.C. AQUATICS.

Hundicappers.—Messrs. Meek, Hanco, Austen, Starters.—Messrs. Caldwell and Meek. Judges.—Messrs. Chapman and Mitchell. Timekeeper.—Mr. E. M. Hazeldell. Victoria Recreation Club held a swimming fête on Saturday afternoon. The weather was beautiful. There were a large number of spectators, the temporary stand in front of the Club matched being to a great extent occupied by ladies, whose summer garb brightened the scene. The arrangements were good. Besides the regular performance a few of the members gave exhibitions of high diving. Some amusement was caused between events by swimmers being shored in the water. The V. R. C. premises looked very gay, decorated, as they were, by strings of bunting. Mrs. Caldwell, wife of Mr. G. A. Caldwell of the Dock Co., gave away the prizes. The various competitions went off without a hitch. They were as follows:—

4 p.m.—A handicap. Two prizes. Only firsts of heats to swim in final.
Heat 1.
F. Ellis "Go" J. E. Ellis "Go"
A. Loureiro owes 7 s. W. C. Goggin owes 5 s.
E. Humphreys 9 s. J. W. Bains 7 s.
H. A. Lammett 10 s. G. Humphreys 11 s.
R. C. Wicheh 15 s. N. H. Alves 15 s.

Heat 2.
F. Long owes 2 s. M. D. Silas "Go"
P. M. Remedios 5 s. P. P. Musso owes 2 s.
L. E. Lammett 5 s. A. C. F. Ozorio 6 s.
A. J. V. Rebeiro 9 s. A. V. Barros 8 s.
R. Lapsley 15 s. J. Wicheh 14 s.
F. Ellis won the first heat, just by a touch, in 56 secs. A. Loureiro was second. C. Humphreys carried the second heat easily in 43 secs.; ahead of J. W. Bains, who was second. P. M. Remedios beat L. E. Lammett without difficulty in Heat 3, completing the distance in 44 secs. In the other heat F. P. Musso came in first, but as he started a second ahead of time a dead heat was given to Musso and A. V. Barros; the time was 48 seconds.

The final was won by A. V. Barros, with P. M. Remedios second. F. Ellis gave up early in the race. C. Humphreys also stopped when he saw that he was beaten.

Time: 40 secs.
DIVING FOR PLATES.
Two prizes. Entries: R. C. Wicheh, J. E. Ellis, F. M. Roza Pereira, E. Humphreys, J. Wicheh, J. H. H. Hanco, N. H. Alves, A. J. V. Rebeiro, A. Loureiro, O. F. Ozorio, W. T. Andrews and C. J. Cooke.

At first there was a false start. R. Wicheh and J. Hanco, however, were right under water before the recall was given; and when they came to the surface each had a plate which had to be thrown back into the water. Wicheh's plate, by the way, remained on the surface. When a proper start was made C. J. Cooke arrived home with a plate first; F. M. Roza Pereira second.

HURDLE RACE.
Two lengths. Competitors to go over four floating poles each way. Two prizes. The starters were:—
F. Ellis "Go"
L. E. Lammett "owes 5 secs."
J. W. Bains "7"
J. H. H. Hanco "8"
A. J. V. Rebeiro "9"
E. Humphreys "9"
R. C. Wicheh "15"
N. H. Alves "15"

Bad handicapping spoilt this event, the scratch men being altogether out of it—as the result shows. L. E. Lammett was first; F. Ellis second.

Time: 51½ secs.
BOYS' RACE.
Boys nine to 14 years. A 2-length handicap. Sons and brothers of members only. Two prizes. The starters were:—
Albert Ellis "Go"
Arthur Ellis "owes 6 secs."
William Musket "12"
George Wicheh "14"

A very good race. Little Willie Musket, in spite of his big handicap, came in second. Arthur Ellis was first.

Time: 1 min. 14 secs.
TEAM RACE.
Four teams:
C. J. Cooke (Capt.) R. C. Wicheh (Capt.)
R. Lapsley J. Humphreys
W. G. Goggin J. M. Roza Pereira
F. M. Roza Pereira O. R. Chunnatt
W. T. Andrews C. F. Ozorio
G. B. Macdonald H. C. Austen
F. Ellis J. E. Ellis

J. Wicheh (Capt.) N. H. Alves (Capt.)
A. V. Barros A. J. V. Rebeiro
H. N. Lammett A. Loureiro
J. E. Alves C. M. S. Alves
J. M. Brito F. P. Long
F. P. Musso E. Humphreys
L. E. Lammett P. M. Dos Remedios

The team race was interesting, but, as a swimming exhibition, it was rather indifferent. N. H. Alves' team was first; J. Wicheh's team second.
WATER POLO.
White v. Blue. The teams were:—
White. R. C. Wicheh (Capt.) J. Wicheh (Capt.)
C. Humphreys C. J. Cooke
A. Loureiro A. V. Barros
A. J. V. Rebeiro H. A. Lammett
J. M. Roza Pereira J. H. H. Hanco
E. Humphreys C. M. S. Alves
F. M. Roza Pereira (goal) L. E. Lammett (goal)

Shortly after the commencement Cooke fouled Loureiro. After some pretty ball shooting Barros passed to Alves, who made a weak shot. L. Lammett stopped a good shot by Loureiro. J. Wicheh, with one of his back-handers, for which he is renowned, made a crooked shot, giving a corner to the Whites. Cooke sent in a swift one, but the ball, rebounding off the surface of the water, struck the cross-bar. J. Wicheh passed to Barros, who scored an easy goal. H. Lammett shot long right into the keeper's hands. A foul was given against Rebeiro for ducking Alves in front of the goal. Half-time was then announced.

Half-time: Blue, 1; White, 0.
On the restart Cooke was first to the ball; he passed back to the Blues. A little later it was

thrown forward to Jim Wicheh, who banged it against the post. Rebeiro shot a goal for White. Alves shot with force, but Pereira, by raising his hand, saved well. Alves ducked Rebeiro, depriving him of the ball. Cooke shot feebly. Barros, from the centre, passed to Wicheh on the left wing, the latter scoring a good goal with a stinging shot. Four men shot at the respective goals practically in succession. They were Cooke, E. Humphreys, H. Lammett, and J. Wicheh. Spectators' repeated exclamations demonstrated that the game was an exciting one.

Result: Blue, 2; White, 1.

AN IGNOBLE RUSSIAN NOBLE.

A German account of the reasons for the recall from Manchuria, of Prince Boris, reads as follows: "Further particulars of the circumstances in which Grand Duke Boris was ordered home by the Tsar, on complaint of General Kuropatkin, say that Boris arrived at Mukden with a suite filling four railroad cars, and including seven handsome girls from St. Petersburg theatres, with maids, vast piles of luggage, a chef and assistants, and a quantity of timed delicacies. Boris proceeded to demoralise the entire garrison. He had parties which became indescribable orgies, treated everybody with insolent disdain, and drew his sword on Kuropatkin when the General sent for him and ordered him to dismiss his suite, mend his conduct, and conform to ordinary discipline. Kuropatkin was only restrained by his aide-de-camp from replying to this insult by cutting Boris down, but contented himself with telegraphing to the Tsar requesting that Boris be at once recalled. The Tsar thereupon, telegraphed Boris to leave Mukden on the next train, accompanied by one servant, and report himself as under arrest to Grand Duke Sergius, Governor of Moscow. Boris, among other escapades, issued a proclamation offering a reward for the capture of handsome Japanese girls, who were reported following the Japanese General Staff. On one occasion a beautiful Caucasian was worshipped as Venus by Boris, his other ladies and officer friends; and an impudent message was sent by him to Kuropatkin inviting him to forsake the God of War for the Goddess of Love. Boris departed crestfallen. His harem was sent away on a troop train."

"INTELLIGENT ANTICIPATION" IN JAPAN.

Some of the Japanese newspapers are determined to be in time in announcing the news of the fall of Port Arthur, which they seem to regard as imminent. It appears that quite a number of journals have "extras" announcing the great event already printed, so that no time shall be lost when the news arrives. In consequence two or three amusing incidents have occurred. A local vernacular journal which had taken this method of being first in the field sent to an agent at Suma copies of the "extra" all ready for distribution as soon as a telephone message was sent. Unhappily the agent misunderstood his instructions and began to deliver the "extra" as soon as it arrived, which was on Sunday last. He discovered his mistake before he had completed distribution, and then went round to the subscribers and asked for the return of the premature announcement in order that it could be born again when the proper time came. A similar mishap occurred in Tokyo, where a newspaper had its agents supplied with an "extra" printed in red for distribution as soon as the news was received, and of course with the result that one agent, not understanding his instructions properly, distributed at once, many villages in the neighbourhood of Tokyo being befuddled and decorated in consequence. The result of all these preparations will be that when the news, actually does arrive it will be received with some doubt until the publication of the official report sets the matter at rest.—*Kobe Chronicle*.

THUMB WHOLE IDENTITY.

The identification of criminals by means of finger impressions has long since been adopted in the Straits, but we are apt to look upon the idea as a modern European detective device. As a matter of fact they were in common use in Korea 1,200 years ago. The Rev. Mr. Collier, a former missionary in Korea, stated recently in an address to the Anthropological Society that he had been able to trace back the use of finger and thumb impressions in the deeds for the sale of female slaves for 1,200 years. The slave was required to place her hand upon the sheet of paper on which the deed was written, and the outline of the fingers and thumb was traced, after which an ink impression of each of the fingers was taken. It has been stated that out of millions of thumb impressions no two are exactly alike, so that the old Korean practice has much to recommend it. Probably they had more time at their disposal in ancient days, but the fact that they took these impressions at all is an exemplification of the saying that there is nothing new under the sun.—*Penny Gazette*.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—
On the 21st at 11.25 a.m. The barometer has risen throughout China and Japan but more particularly in S.W. Japan: in the Philippines it is stationary.
The greatest pressure is now found in the extreme north and the least in the Pacific, to the east of Luzon.
The typhoon has passed very rapidly northward following the track of the previous one, along the west coast of Corea.
Gusts are moderate upon the coast and moderate N.E. winds may be expected in the Formosa Channel and the northern part of the China Sea.
Forecast:—Moderate E. to N.E. winds, fine.

HONGKONG JOTTINGS.

The report and accounts of the Hongkong Gas Company for that year of dismal darkness (1903), are truly illuminating. The accounts show a profit-balance of £13,761, which is about £2,500 larger than the profit balance of the previous year. The balance brought forward from the last account was £11,267, which was more than sufficient to pay 10 per cent. dividend. The Directors thus had a total profit of £21,184 to deal with! After declaring a 10 per cent. dividend and a bonus of 1 per cent., and adding £1,000 to reserve fund to meet fluctuations in exchange, and £1,000 to the general reserve fund (which now stands at £23,109), a balance of £7,925 is carried forward to next account. The gas consumer, remembering his experiences of last year, his writtings with the representatives of the gas company, and how often he was compelled to tie himself to bed because he had not sufficient gas light to read by or otherwise occupy his leisure, will read these figures with wonderment. He will remember his undiminished bills, his indignation protests and the *non-possunt* reply that "the charge was strictly in accordance with the consumption registered by the meter." He will recollect the suggestion that the meters must have registered air passing through the pipes; and then, thankful that a definite period has been set to the past in this respect, he will ask whether it is not about time that the Company reduced the present exorbitant price of gas. "The business," he reports, "continues to be of a progressive character," and so evidently are the profits. It is not then too much to ask that the charge to the consumer shall be fixed at something less than \$3.50 per thousand feet. Think for contrast, of elevenpence per thousand as a rate that pays at home!

"What for you write every European man Esquire?" asked a Chinese recently of his teacher who was instructing him how to address letters to customers. The teacher was possessed of a pretty wit. "Esquire," he replied, "is a title of dignity, ranking below that of knight, and belongs by right to the eldest sons of knights and to the younger sons of peers and to their eldest sons in perpetual succession. The title carries no emoluments from the State, hence these poor gentlemen of this have come to seek fame and fortune in the gorgeous east; and as all cannot be *taipans* some have to be junior clerks and others artisans. An Esquire will usually live up to the dignity of the title and pay his duns regularly." The pupil being apt took the hint. Verily the closing sentence of the reply sheds a new light on a practice generally regarded as purely nobilish. It is when one learns that this prodigal use of the title is really American in its origin that one becomes reconciled to the belief that it is a sign of the democratisation rather than of the snobbishness of the times. In the United States the title is "very commonly given to every man as a mark of respect, especially in the address of a letter." In some British Consular districts in the Far East that I wot of, the man who was officially addressed as Esquire used to pay as a registration fee twice the amount paid by the man who was officially addressed as "Mr." Now the patrician pays the same fee as the plebeian—and all are "esquires."

Appropos of the numerous complaints at present appearing in the local press re the shortcomings of the Post Office, the following variations experience recently came to my notice. A resident in the Colony went to the stamp counter and asked for ten-cent stamps, for which he tendered five ten-cent pieces (Hong-kong currency). A Chinese official declined this legal tender, and asked for a note! I fancy that this sort of thing only needs to be brought under official notice to be put right for the future.

The treat given by His Excellency the Governor to some of the European children of the Colony suggests the reflection that children whose fate it is to be brought up on this "little island" miss a great many of those pleasures which their parents associate with childhood's happy days—the many school treats, the gambols in the meadows or by the seashore. How little has been done for the children in Hongkong! Not even a small patch of green sward has been reserved for them, nor, within walking distance, a bit of sandy beach where they may frolic and grow! They have to be thankful that they are allowed to gambol on the paths of the Public Gardens under the vigilant eyes of the "peep-keepers." Kowloon children will be more fortunate, I suppose, when the King's Park is ready—but that can hardly be regarded as a prospective pleasure for the present generation of Kowloon children. I have no idea of the number of European children in the Colony under the age of twelve, but it is safe to say that the children entertained at Mountain Lodge on Wednesday form but a small fraction of the number, and this fact alone serves to draw attention to the need of some centrally situated recreation ground for young children on the island. It is a matter which, in the interests of the juvenile European population, might well engage the serious attention of the Government. Blandish specimens with Latin labels do not appeal to the little folk as do a few swings.

That tract of wasteland at the junction of Kennedy Street and Lung On Street appears to continue to be the dumping ground for all sorts of undesirable matter. The other day the dead body of an infant child was found on the tract, and numerous carcasses both human and animal, have been discovered there. Yet the Government, a short time ago, refused to allow neighbouring proprietors to acquire this waste land at a reasonable rate, though his object was to make it into a garden so as to help to beautify the environment.

Several complaints respecting the new tram service have been published in the papers, but there is one matter of complaint very generally mentioned in conversation which has not, I think, been touched upon in the letters to the newspapers. It concerns the first-class accommodation in the cars. The seats which on the run east are labelled third-class, and are occupied perhaps by a crowd of coolies whose garments and personal habits are not of the cleanest, are on the run west labelled "first-class," and Europeans are expected to take the seats which the aforesaid third-class passengers have just vacated. Why, while the proprietors were about it, did they not provide turntables at the terminal points of the line so that the first-class seats might be reserved as such whether the cars are running east or west? Or else why trouble to change the labels at all?

BANYAN.

KOWLOON POINT.

Improvements at the extremity of the Kowloon Peninsula are being developed by the Hongkong & Kowloon Wharf & Godown Co., Ltd., the "Star" Ferry Co., Ltd.; and the Hongkong Land Reclamation Co., Ltd.

The Hongkong & Kowloon Wharf & Godown Co. are at present building, or about to build, a new two-story godown—150 ft. by 75 ft.—for hazardous goods, in their timber yard. There will be another, also for hazardous goods, in the coal yard on Marine Lot No. 9, near the Police Wharf. On the completion of the new 100-ft. road involving the demolition of Godown No. 25 and a part of Godown No. 26—the portions of Clatter Road and Elgin Road, lying between the Company's godowns, will be utilised for rough storage—that is for the storage of timber, old iron, etc. That part of the waterfront, or Praya, lying between No. 1 Godown and the new ferry wharf will also be employed for such temporary deposit of stuff that does not easily corrupt—always, of course, keeping a thoroughfare clear in the centre for the transportation of goods to and from the respective godowns. Godowns Nos. 9, 21, 22 and 23, recently demolished by fire, are being rebuilt. New No. 9 will be a two-story affair, requiring new and more solid foundations, while the other three will be single-story erections as before. A new carpenter's shop, engine shop store, etc., a one-story building, will be built in the timber yard, at the back of the Elgin Road block of houses. Later on—next year, perhaps—Godowns Nos. 4 and 5 will be converted from one to two-story buildings. There is an ever-increasing demand for space, and property at Kowloon, especially near the Point, is rapidly increasing in value.

When the new "Star" Ferry Wharf is built at Kowloon the present one will be used by the Godown Co. as a landing place for launches. The "Star" Ferry Co. are at present receiving tenders for the construction of the new wharves on either side of the harbour. It is understood that Messrs. Long, Cheong, Lim Tai and others have sent in estimates. All going well, work ought to commence in about a month's time. On the Hongkong side of the water, wing wharves, with a space between for the ferryboats—as described recently in the *Daily Press*—will be built on either side of the existing wharf, which, of course, will be replanked and repaired.

The Land Investment Co. have very nearly completed their new reclamation work immediately east of the Godown Co.'s premises. They are about to reclaim another piece of harbour to the east of Blackhead's Pier. The great idea regarding the reclaimed area is that it is to be the terminus of the long-hoped-for railway; and shades and godowns will one day be built thereon for that purpose. Perhaps the Reclamation Co. may build a shed or two and sell them to the Godown Co. A new wharf may be built on that side of the Praya—that is, if the authorities allow it. Now that Hongkong is becoming more of a shipping (as distinct from trans-shipping) centre, more wharves will be necessary. Lighters are economical only for shifting cargo from one steamer to another.

POLICE COURT.

Saturday, 20th August.

BEFORE MR. H. H. J. GOMPERTZ (ACTING POLICE MAGISTRATE).

A YEAR OLD CHARGE.

On the 30th August last year a boy, in the employ of Sanitary Inspector Duncan, stole money and jewellery from his master to the value of \$200, besides a draft for £40 on the Hongkong & Shanghai Bank. A man, arrested by Detective Marison, alleged to be the offender, was charged with absconding, and also leaving his employment without notice.

The case was remanded.

BEFORE MR. J. H. KEMP (SECOND POLICE MAGISTRATE).

CRUELTY TO A PIG.

A man charged with ill-treating a pig with a bamboo pole was fined \$10.

ONE OF THREE CHARGES.

Wong Chun, accountant, of No. 121, Hollywood Road West, a Chinese emigrant board-house—one of the three men charged with unlawfully, by force, detaining three men for purposes of emigration on the 14th to 16th inst., and with manslaughter—was charged on remand with failing to register a proposed emigrant, and failing to bring him before the Harbour Master for examination. Mr. E. R. Hallifax, deputy superintendent of police, said that the emigrant in question was not brought before the Harbour Master, but a return, nevertheless, was sent in bearing his name. The man who really went before the authorities was another—a minor who was returned.

The case was remanded.

HONGKONG AND SHANGHAI BANKING CORPORATION.

HALF-YEARLY MEETING.

The seventy-eighth ordinary half-yearly meeting of the Hongkong and Shanghai Banking Corporation was held at the City Hall on Saturday midday.

Mr. A. J. Raymond presided. There were also present: Messrs. H. E. Tomkins, Hon. W. J. Gresson, E. Goetz, A. Haupt, H. Schubart, E. Sheelin, Hon. R. Shawan, N. A. Siebs, E. S. Wheeler (directors), J. R. M. Smith, (chief manager), Hon. G. Stewart, H. N. Moly, E. F. Bond, D. D. Gazdar, J. C. Peter, W. A. Cruickshank, C. W. May, G. H. Medhurst, J. A. Jupp, C. G. Gonsalves, G. H. Potts, G. Murray-Bain, J. R. Michael, J. V. Chinoy, A. R. Lowe, T. F. Hough, E. Kelly, E. S. Kadoorie, A. G. Wood, J. J. Leiria, J. Foreman, W. H. Gaskill, W. Lynglight, L. Berindeague, M. H. Michael and others.

The SECRETARY read the notice convening the meeting, and the CHAIRMAN read the report for 1904.

The CHAIRMAN then said—Gentlemen—From the report that I have just read and which has been in your hands for some time you will see that your directors have the pleasure to record another satisfactory half year's working. Besides providing for the usual dividend of 30/- per share we are able to recommend adding 5/- to the Silver Reserve Fund, and writing 2/- to the Bank Premises account; this leaves \$1,492,554.31 to be carried forward to next half year, or about \$75,000 in excess of the amount carried forward last time. Looking at the balance sheet there is nothing which calls for special comment apart from the ordinary fluctuations to be expected in dealing with such large totals, but as customary I will briefly compare some of the items with the figures in last report. Current accounts and F. Deposits in Gold show a slight falling off, while in Silver accounts there is a small increase. Bills Payable are down (in round figures) \$5,000,000. As usual our note circulation is lower than in the December half year, but it is \$1,775,194 over the corresponding period last year. On the other side cash is \$4,000,000 higher, and Bullion in hand and in transit is less by \$3,300,000. Sterling Reserve Fund Securities remain unchanged, but Consols Colonial and other Securities are reduced \$2,000,000, while our holdings of Indian Government Rupee paper are practically the same. Bills discounted, Loans and Credits stand at \$87,146,290.84 against \$89,900,177.72, and Bills Receivable at \$9,552,943.49 against \$10,142,859.03. I am glad to say that our Branches all round have been able to show profitable results for the period under review.

In China, where we are more immediately interested, we are passing through a time of depression in trade generally. There has been a falling off in imports owing to the war, especially as regards staples; this applies more particularly to the Northern markets, but according to recent advices a considerable business has been done there in cotton goods for spring delivery, which points to returning confidence on the part of the native dealers. The Silk crop both in the north and south has been a comparatively small one, and the quality in some districts has not been quite up to the mark. This is doubtless due in large measure to unfavourable weather, but it is also hoped that the Chinese will become more and more alive to the importance not only of maintaining but also of taking steps to improve the quality and increase the export of this valuable product, which is such a powerful factor in the foreign trade and finances of their country. As you are aware we took part in bringing out a new Japanese Government Loan for £10,000,000 last May. The Loan was issued in London and New York simultaneously and proved a great success. I may also here remark, though it does not come into the accounts now before you, that on behalf of the British and Chinese Corporation, we brought out last month a first issue of £2,250,000 part of a Loan for \$3,250,000 by the Imperial Chinese Railways—Shanghai-Nanking Line—bearing interest at 5 per cent. per annum and carrying 20 per cent. surplus profits sharing certificates. The Loan was fully underwritten, and though the public were rather lukewarm in their support I am sure general satisfaction will be felt at this long-talked-of undertaking being at last fairly launched (applause). I trust it will be followed up by other similar enterprises and lead to their receiving wider and more general support both at home and in China. Let us hope the next will be the Canton-Kowloon Line (applause). Again it is unfortunately necessary for me to refer to politics, when we last met, just after the outbreak of the present war. I assured you that the management was fully alive to the gravity of the situation. Since then the outlook can hardly be said to have greatly improved, indeed more than once it has assumed an aspect threatening further serious complications. This has naturally given cause for some anxiety; not that the Bank runs any special risk, but the fact must be obvious that whatever is calculated adversely to affect general trade must also in the long run affect adversely the prospect of all financial institutions depending upon it. Happily the most threatening of these storm clouds have blown over, but the uncertainty still prevailing as to the binding force of these rules of International Law which regulates theoretically the treatment of neutral ships by belligerents is creating a partial paralysis of enterprise and inflicting much loss and damage over the whole Far East. We can only hope that this unhappy state of affairs a confidence will be removed by an unanimous pronouncement on this and all similar doubtful outstanding questions on the part of the great Commercial Powers, and that the efforts which are being made to confine the struggle within its present limitations will continue to be successful.

ful. In conclusion it gives me pleasure again to acknowledge the good services of our staff, to whom you are indebted for the continued favourable reports which your directors have the satisfaction of placing before you. If any shareholder desires any further information, I will be pleased to answer any questions.

There being no questions, the CHAIRMAN proposed the adoption of the report and statement of accounts.

Mr. CRUICKSHANK—I have much pleasure in seconding the adoption of the report and accounts as proposed by the chairman, and in view of the remarks which have fallen from him as to the anxious period which the bank has gone through in the past six months, I think that shareholders have great cause for congratulation in the satisfactory accounts we are now asked to pass. In spite of war, rumours of war, and depression of trade, the bank has more than maintained its splendid position and earnings, and our thanks are due to the able management which has made such a result possible. When the dark shadow which has hung over China for so many years is forcibly removed by the searchlight of Japanese activity, we can look forward to better times, and an increase of prosperity in which the Hongkong and Shanghai Bank will participate. (Applause).

The motion was carried unanimously.

Mr. MEDHURST proposed the confirmation of the election of Mr. A. Haupt, Hon. W. J. Gresson and Hon. R. Shawan to the Board of Directors.

Mr. JUPP seconded, and it was carried.

Mr. BOND, of Canton.—Before the meeting closes I should like to take the opportunity of offering the Board of Directors, the Chief Manager, and the staff our thanks for the manner in which they have administered the affairs of the bank. I am sure that it is very gratifying to every shareholder to see the great regularity with which the business is conducted. Every shareholder receives the same dividend each half year, and he also finds the position of the bank considerably improved. I, therefore, offer our best thanks to the Board of Directors, the Chief Manager, and the staff. (Applause).

The CHAIRMAN, having suitably acknowledged these compliments, closed the meeting.

THE PHILIPPINE GOLD STANDARD.

AFTER ONE YEAR'S WORKING.

The Secretary of Finance and Justice has given out the following statement in relation to currency movements for the month of July 1904 and for the year that has elapsed since the new Philippine currency was first introduced into the Islands:

During the month of July exchange on New York was sold to the amount of \$81,419.87. The sum of \$157,044.91. United States money, was sold for double that amount of Philippine currency, and \$753,464.70. Philippine currency, was sold for \$376,732.35. United States money.

During the month 255,344.60 pesos of old local currency (Mexican and Spanish-Philippine) was purchased or received in payment for public dues, \$122,900.00 United States paper money, and \$1,000,000 United States gold coin, were exported.

Additional silver certificates to the amount of \$750,000.00 were issued, the total amount of certificates in circulation in July 31st, 1904, being \$6,750,000.00, silver pesos having been deposited for the redemption of the certificates, in accordance with law.

The amount of new Philippine currency in actual circulation increased \$1,424,828.00 during the month. Within the same period \$37,420.51 Mexican pesos were exported through ordinary commercial channels, and 1,102,000.00 Spanish-Philippine pesos were sent to San Francisco for re-coining, making the total amount of old currency (Mexican and Spanish-Philippine) sent out of the Islands during the month, 1,939,420.51 pesos, which indicates a very rapid elimination of the old currency.

The first new Philippine peso was placed in circulation July 23rd, 1903, so that the Islands have been undergoing a change of currency for practically one year. During that time over five million Mexican pesos have been shipped from the Islands commercially, and 8,788,000.00 pesos of Spanish-Philippine coin have been shipped to San Francisco by the Insular Treasurer for re-coining; on July 31st the Insular Treasurer had 1,695,000.00 pesos of old currency on hand awaiting shipment and which had been withdrawn from circulation. During the year the new Philippine currency in actual circulation has risen from nothing to nearly ten and one-half million pesos, aside from that held in the vaults of the Insular Treasury to the credit of disbursing officers or otherwise, also one-third of the amount held by the three Manila banks which are depositaries for funds of the Insular Government and the amounts held by the various provincial and municipal treasurers. The whole amount of new Philippine currency in the Islands on July 31st aggregated \$19,829,520.00. There is still a large amount of United States currency in circulation here. It may therefore be stated that the Islands are now upon a gold basis and that the great work of passing from a shifting and uncertain currency to one that is fixed and certain has been very largely accomplished. All this is a remarkable result to be gained within one year's time and makes it clear that the misfortunes that have come to the Islands through currency uncertainties are very soon to be no more elements operating against the prosperity of the Philippines.—*Manila Cable News.*

The Patentes—Macniven & Cameron, Limited deserve A NATIONAL MEMORIAL for their excellent invention. *Daily Chronicle.* THE WATKINS PATENT. THE PICKWICK PATENT. THE OWI PATENT. THE HARVEY PATENT. Sold at all Stations. Waverley Works Edinburgh. [402-2]

ENLARGEMENTS

The best way to preserve your Pictures is to have them enlarged. Small prints are liable to be thrown about and thus made dirty or lost; while enlarged ones, framed and hung up, will last for ever, besides serving as decorations to the walls.

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(Same Premises as Messrs. Ah Chee).

[49]

PO CHEUNG & CO.

14, QUEEN'S ROAD CENTRAL.

FURNISHERS AND UPHOLSTERERS.

GENERAL DOMESTIC GOODS, &c.

COUNTERS, PARTITIONS, FITTINGS, ETC.

MADE TO SIZES AND PARTICULARS.

DESIGNS FORWARDED ON APPLICATION.

TELEPHONE 460.

Hongkong, 15th August, 1904.

[4708]

MINING IN GERMAN NEW GUINEA.

Among the passengers on board the G. M. S. *Prinz Waldemar*, which arrived at Brisbane, recently, from Singapore, via German New Guinea, was Mr. H. Rodatz, who joined the vessel at Herbersholhe. Mr. Rodatz went to German New Guinea about seven years ago, and was in charge of the German New Guinea expedition known as Ramm and afterwards of a second known as Hougolf. These two expeditions were sent out to search for gold. The members of the first-named party travelled inland about 150 miles, and found gold at various places but not in sufficient quantities. On the second occasion, the country surrounding what is known as the San Francisco River was prospected. This party proceeded along the river and up the rangos to a height of over 8,000 ft., and it also prospected country near the Merkhun River, but gold was not found in payable quantities. The expedition, which was out for seven months, consisted of eight white men and 100 black boys, and was organised by the German New Guinea Company. Although this company is not prospecting at the present time, it holds a licence from the German Government, which practically prohibits others from prospecting for gold. Many dangers and difficulties were encountered by members of the Hougolf expedition in the bush. If the party made three miles headway in a day in some places, it was considered very good progress. Attacks from natives were experienced many times, but fortunately no lives were lost. The navigation of the Merkhun River was attended by great risk, as the stream was full of rapids, which forced the party on many occasions to make their way through the bush. Mr. Rodatz considered that there was gold to be found in pockets, but it was very difficult to get at it. Speaking on other matters, Mr. Rodatz said he afterwards settled down as a planter, and did pretty well, and he was now on his way to Europe. A large number of new German settlers and planters had arrived in German New Guinea within the last month or two, as well as a number of English and German capitalists, who intended going in for planting.

AN ENGLISH TOLSTOY.

The "Rev." R. C. Fillingham, an "anti-ritual" clergyman who some months ago caused a flutter in the ecclesiastical dovecotes in Yokohama, was recently preaching in a Primitive Methodist chapel at Kilburn, London. In the course of his sermon he exhorted parents to teach their young people that they cannot commit a greater sin than to enlist in the army or the navy. Tell them that to enlist in the army is to enlist in the service of the devil. It is quite conceivable," he continued, "that in our own day and generation conscription will come. I am quite aware that the Commission's report has been received by the Press with almost general disapproval. But things march with such swiftness in England now, and things are so decadent, that I should not be surprised if it soon comes."

THE MERCHANT SKIPPER'S REJOINDER.

The *Penny Gazette* notices that Lord Charles Beresford, commanding the Channel Squadron, has been complaining that signals made by him from H.M.S. *Majestic* were not taken notice of by British merchant ships. He further says in true Lord Charles style that "of course in time of war they could have been stopped." Things no doubt all very well from his point of view, but when naval officers make statements of this sort they should try to look at the other point of view. In the first place, a merchant's ship is not crowded with soldiers, but only a few look out for signals and a few more to look out for a man-of-war's signals, and it would not enter his head that they are endeavouring to signal him, even if the call attention signal was up.

LATEST STEAMER MOVEMENTS.

The M.M. steamer *Ernest Simons*, with the next French mail, left Saigon on Sunday, the 21st August, at 9 a.m., for this port.

The P. & O. steamer *Chusan* left Singapore on the 20th August for this port, with the outward English mails, and may be expected here about 6 a.m. on Thursday, the 25th August.

The I.G.M. steamer *Bayera* left Colombo on the 20th August, a.m., and may be expected here on Wednesday, the 31st August.

The I.G.M. steamer *Roos*, which left here on the 21st July at 4 p.m., arrived at Genoa on Friday at 5 a.m.

TRADE MARK.

TELEPHONE No. 135.

HAVE YOU TRIED

"YEBISU"

THE FAMOUS BEER OF JAPAN.

THIS IS A

PURE

PLEASING

POPULAR

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\$16.00 PER CASE OF 8 DOZEN PINTS.

SOLE AGENTS

H. PRICE & CO.

12, QUEEN'S ROAD CENTRAL. [4]

DR. NEWELL WILSON. DR. WILLIAM DANIEL

DENTISTS.

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Reasonable Fees.

No charge for examinations.

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31 QUEEN'S ROAD CENTRAL

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Hongkong 18th, February, 1904.

ROYAL AERATED WATERS MANUFACTORY.

PRODUCE the Highest Class AERATED WATERS in the Far East on account of their High Class Machinery and also of the superior ingredients they use in the manufacture of their goods, and the cleanliness, &c., are all under strict supervision of Europeans only.

The representative of Messrs. BRATBY and HINCHLIFFE, LIMITED, Aerated Water Engineers and Chemists, Manchester, visited our factory recently in the course of a tour amongst Eastern Aerated Water Makers, and was greatly surprised at the compactness of our factory and also the methodical way in which everything pertaining to the making of Aerated Waters was carried out. He also expressed himself strongly on the absolute cleanliness of our whole establishment, which he assured us was equal to any he had yet visited and superior to a great many. He also reported that the quality of our goods was of a first-class nature, and they showed that scrupulous care was exercised in the course of their manufacture. Order Books and Price List. Please apply to FACTORY and OFFICE, West Point. Tel. 367. Depot, Ice House Street, Tel. 374. F. P. DANENBERG, General Manager. [122]

CARTRIDGES.

IMPORTED EVERY MONTH, THEREFORE ALWAYS FRESH

ELEY'S, SCHULTZ'S, AMBERITE and KYNOC'S SPORTING CARTRIDGES 8, 10, 12, 16, and 20 BORE, and NEWCASTLE CHILLED SHOT in all Sizes, Nos. 10 to 8880. AIR GUNS and AMMUNITION in Variety.

WM. SCHMIDT & CO.

Hongkong 28th November, 1902

WEI CHEETOO & CO.

IMPORTERS, EXPORTERS

AND GENERAL COMMISSION AGENTS.

SPECIALITY: HUMAN HAIR.

No. 12, Pottinger Street, Hongkong.

Agencies:—

CHEE CHEONG, Dealer in Human Hair.
SHUN LOONG, Preserved Ginger Factory.
CHOW LEUNG YEK, Fire Cracker Factory.
Hongkong, 1st June, 1904. [1337]

INTIMATIONS

Patti's Opinion

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Piano Player

"Its playing every individual note of the Piano makes it, without doubt, the most wonderful and perfect Piano Player."

A Piano has a range of 85 notes—so has the Apollo. Other players leave one-third of the Piano unused.

THE ROBINSON PIANO CO., Ltd.

Hongkong, Singapore, Shanghai.

For Hire

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\$30 PER MONTH

For Sale

FROM

\$365.

WE HAVE A LIBRARY OF

10,000

PIECES

FOR THE APOLLO

Hongkong, 16th August, 1904. [1409]

TO LET

TO LET.

EUROPEAN HOUSES, Nos. 2 to 13, Gap Road, Morrison Hill, thoroughly cleaned and colour-washed; in flats or whole.

Apply to—
CHAN SHAU U, or
A. STEVENSON, Agent for Lessee,
Care of The Pharmacy,
藥房大馬路
No. 56, Queen's Road Central,
Hongkong, 12th August, 1904. [1390]

TO LET.

NO. 8, UPPER WEST TERRACE.
Immediate possession.
Apply to—
L. K. F.,
National Bank of China Ltd.
Hongkong, 3rd August, 1904. [1190]

TO LET.

A LARGE OFFICE on Ground Floor, of No. 2, Wyndham Street. Possession 1st August, 1904.
Apply to—
THE SECRETARY,
The Bowling Club Ltd.
Hongkong, 14th July, 1904. [1710]

TO LET.

2ND and 3RD FLOORS, No. 35, QUEEN'S ROAD CENTRAL, suitable for Office.
Apply to—
WING CHEONG,
35, Queen's Road Central,
Hongkong, 3rd November, 1903. [174]

TO LET.

NO. 1, STEWART TERRACE, the Peak.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, 28th March, 1904. [1865]

TO LET.

ONE OFFICE ROOM on Second Floor, Prince's Buildings.
Apply to—
REUTER, BROCKELMANN & CO.
Hongkong, 20th August, 1904. [2036]

TO LET.

ROOMS or OFFICES on the First Floor of 34, Queen's Road Central.
Apply to—
YEE SANG FAT,
At the Above Address,
Hongkong, 15th August, 1904. [181]

TO LET.

GODOWN No. 6, NEW PRAYA, Kennedy Town.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, 29th July, 1904. [1846]

TO LET.

FURNISHED or UNFURNISHED.
Apply to—
X. X. X.,
Care of Daily Press Office,
Hongkong 16th August, 1904. [1890]

TO LET.

TWO ROOMS in Wyndham Street.
Apply to—
L. K. F.,
National Bank of China Ltd.,
Hongkong, 14th July, 1904. [1710]

TO LET

TO LET.

NO. 11, MOSQUE JUNCTION. Full View of Harbour.
No. 52, HOLLYWOOD ROAD.
And others to suit various requirements.
S. A. BETH,
Land and Estate Broker.
The Dairy Farm Co., Ltd.
Hongkong, 19th July, 1904. [17]

TO LET.

THREE FIRST-CLASS SHOPS, European Style, in Kowloon. Possession on or about 31st August, 1905. Moderate Rentals.
No. 6, GRANVILLE AVENUE, Kowloon. Immediate possession. Moderate rental.
No. 10, AUSTIN AVENUE, Kowloon. Immediate possession. Moderate rental.
Apply to—
HUMPHREYS' ESTATE & FINANCE CO., LTD.
Hongkong, 21st June, 1904. [1611]

TO LET.

A SUITE OF TWO ROOMS, on the Ground Floor of the Annex, suitable for Office. For particulars apply to the undersigned.
C. H. GRACE,
Secretary.
Hongkong, 4th June, 1904. [1417]

TO LET.

NO. 8, ICE HOUSE STREET, just vacated by the proprietors of "Waverley Hotel." The premises are now being thoroughly repaired, painted, and colour-washed, and are admirably suited for a First-Class Hotel. There are 17 large and well ventilated Rooms, several of which could be sub-divided.
For further particulars, apply to—
L. K. F.,
National Bank of China Ltd.,
Hongkong, 28th July, 1904. [1841]

TO LET.

NOS. 15, 17 & 19, SEYMOUR ROAD.
Nos. 6 & 8, CASTLE ROAD.
Nos. 74, CAINE ROAD.
Apply to—
COMPRADORE DEPARTMENT,
Nippon Yusen Kaisha.
Hongkong, 18th July, 1904. [430]

TO LET.

1ST and 2ND FLOORS, No. 36, QUEEN'S ROAD CENTRAL, suitable for Office.
Apply to—
THE YEE WO,
No. 36, Queen's Road Central,
Hongkong, 23rd May, 1904. [1311]

TO LET.

A EUROPEAN HOUSE, No. 158, Praya East, Four Rooms and Kitchen, Servants' Quarters, Bathrooms, Hot and Cold Water, Good Sea View.
Apply to—
JARDINE, MATHESON & CO.,
Hongkong, 8th August, 1904. [1717]

TO LET.

IMMEDIATE POSSESSION, ONE ROOM, Top Floor of Prince's Buildings, suitable for Office.
Apply to—
S. J. DAVID & CO.,
Hongkong, 2nd July, 1904. [1618]

TO LET.

3RD FLOOR, suitable for Office.
Apply to—
WING CHEONG,
35, Queen's Road Central,
Hongkong, 3rd June, 1904. [174]

TO LET.

LARGE AIRY ROOMS in Offices Building in British Concession, Canton.
For particulars, apply to—
P. O. BOX 22,
Care of Daily Press Office,
Hongkong, 17th June, 1904. [1507]

TO LET.

NOS. 2 and 4, OLD BAILEY (6 Rooms) (with Kitchens, Bathrooms, and Servants' Quarters).
Apply to—
H. M. S. H. ESMAIL,
4, Hollywood Road,
Hongkong, 16th August, 1904. [1691]

TO LET.

NO. 1, RIFON TERRACE (in FLATS).
No. 17, WONG-NEI-CHONG ROAD, facing Race-course.
FLATS in MORETON TERRACE, facing the Polo Ground.
OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER).
GODOWNS, PRAYA EAST.
No. 1, CLIFTON GARDENS, Conduit Road.
OFFICES in Nos. 10 & 12, DES VŒUX ROAD, Central.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, 29th June, 1904. [175]

TO LET.

TWO ROOMS, on the First Floor of Alexandra Buildings.
Apply to—
SECRETARY,
A. S. Watson & Co., Limited.
Hongkong, 17th June, 1904. [1515]

TO LET.

NO. 6, UPPER MOSQUE TERRACE, European residence, commanding fine view of the Harbour; Water and Gas laid on Possession from 1st August, 1904.
Apply to—
G. J. SEQUEIRA,
Care of A. R. Marley,
Hongkong, 25th July, 1904. [1808]

TO LET.

THE EYRIE (PEAK).
BELILIOS TERRACE, Nos. 10, 13 & 21, No. 3, SEYMOUR TERRACE (Furnished).
"BANGOR" (PEAK) from 1st August.
No. 2, COLLEGE GARDENS, from early in November, 1904.
Apply to—
L. K. F.,
National Bank of China Ltd.,
Hongkong, 5th August, 1904. [1429]

POLICE PAY AND PRACTICES.

From a home paper the *Straits Times* calls the useful and entertaining information that monkeys are used for detectives in Singapore, the details of the fact being lucidly set forth in this paragraph:—

A monkey brought a criminal to justice at Singapore some time ago. A native with a little boy, a bear, and a monkey travelled lately through several villages in the Straits Settlements, and made a good sum of money by his animal's tricks. One day he was found with his throat cut, the boy and the bear lying murdered by a tree. The police, with the monkey, were being taken to the police station, when the monkey suddenly rushed at a man in the crowd, seized his leg, and would not let go. The man seemed so alarmed and anxious to get away that the police became suspicious, and searched him, with the result of finding part of the money belonging to the murdered native. The balance was discovered at his house.

The *Straits Times* commends this paragraph to the consideration of the Chief Police Officer of the Colony, and points out that if more monkeys can be trained somewhat on the same lines as the intelligent animal above described they will be invaluable to the department. Their great advantage would be in the fact that they could probably subvert upon the way now allowed by Government to police constables, and would probably therefore not be driven to commit blackmail for purposes of self-support, as the human *nata-natas* of the Colony are now (it says) compelled to do.

HEAT WAVE AT HOME.

Abnormally hot weather at Home is producing a crop of deaths. Three inquests were held in London on persons who had succumbed to the effects of the heat, two deaths were reported in Lancashire, and there were previously no fewer than fourteen deaths attributed to the same cause, besides sunstrokes, in the county. In Paris, the heat is intolerable, the thermometer having registered 86 degrees Fahrenheit for nine days in succession—a record. The navigation of the Rhine is seriously threatened by the drought, while that of the Elbe and the Moselle is suffering in the same way. A fire has been raging for three days in the Ardennes forest, doubtless in consequence of the lack of rain. In many of the English country districts crops are suffering seriously and farmers are in despair. This time last year no one was happy except the umbrella-makers, and now a man would as soon take his walks abroad in the streets of London with a gun as with a pump.

The *Daily Mail* on the 18th ultimo said: Although it has been extremely warm throughout Germany, the thermometer touching 80 deg. at Berlin, far serious accidents are reported. At Heidelberg 113 deg. was registered on Saturday, and there were several cases of sunstroke.

SHARE REPORT.

Messrs. Erich Georg & Co. in their Weekly Share List, dated Hongkong, 20th August, state: We have to report upon another active week, which, however, has brought us a good many surprises about the way stocks rose and fell. The sterling demand on London closes at 1s. 13-16d., while the rates on Shanghai are 7s. 7-11 for a T/T, and 7s. 7-11 for three days sight private draft. Bar silver in London is quoted 36 11-16d. and Consols 88s.

BANK SHARES.—Hongkong and Shanghai Bank at 80s. Closing figure for that figure, the London quotation is 107 10s. 0d. Nationals are unchanged.

MARINE INSURANCE SHARES.—Unions sold at \$340 and are wanted now at \$342. Cantons sold and have buyers at \$210. Other stocks under this heading unchanged.

SHIPPING SHARES.—Hongkong, Canton and Macao Steamboat Shares sold at \$280, and \$280 ex dividend of \$12 per share paid on 17th inst., and are in great demand at \$272, without finding sellers at that figure. Indos have been sold at very irregular rates, but for cash and on time for cash the rate dropped to \$111, but up to \$115 has been paid since, at which rate the market closes steady. The northern port has been buying from us both cash and on time, but the demand is a little slackier just now from that quarter. Locally \$118 is obtainable for 31st December. The Shanghai rate is 7s. 82 quiet, and the London rate is 410. China and Manilla sold and have buyers at \$225. Douglases have been done at \$35. Star Ferries are unchanged. Shell Transport have buyers at 24-6d., London quoting 23s. 0d.

REFINERIES.—China Sugars have improved gradually, with sales up to \$188 cash, and equivalent rates on time, the closing rate being \$190 buyers for cash. Latsons unchanged and utterly neglected.

MINING SHARES.—At the extraordinary general meeting of the shareholders in the Puijunt Mining Company, Limited, held on 15th inst., the resolutions confirming the voluntary liquidation were passed, and we have now removed this stock from our list. Charbonnages unchanged. Reals sold at \$7 and \$8, and have buyers at \$8; towards the end of July violent storms occurred at Reals causing falls of earth and trees which did considerable damage to the mine at Seupan. The repairs have covered a period of over two weeks and necessitated a stoppage of mining operations during that period. Consequently upon this the usual periodical clean up which was due on Saturday last (for four weeks ending 13th August) did not take place, the actual crushing done during these four weeks being carried into the next weekly period. The time of the enforced suspension of mining operations has been utilised in carrying out the changes in the hoisting gear at Bukit Komau, necessitated by the substitution of electric for steam power, and the adoption of

skips instead of trucks and cages. These changes would have involved the idleness of the mill for 10 or 12 days in any event sooner or later. The increased facilities for hauling, attended by the much diminished cost, will amply repay for the stoppage incurred.

DOCKS, WHARVES, AND GODOWNS.—Hongkong and Whampoa Dock Company's shares sold at rising rates, the market closing with cash buyers at \$236. Hongkong and Kowloon Wharf and Godown Company's shares sold at irregular rates, ranging between \$116 to \$117, and closing steady at \$116; an extraordinary general meeting of shareholders will be held on 31st instant, for the purpose of passing the following resolutions: (1) That the capital of the Company be increased from \$1,500,000 to \$2,000,000 by the creation of 10,000 new shares of \$50 each. (2) That such new shares be issued at a premium of \$30 per share and be offered to those persons who are registered as shareholders of the Company on 1st October 1904, in the proportion of one new share for every complete three shares held by them on 1st October 1904. (3) That the amount due for the new shares be called up on 31st December 1904. New Amoy Docks are steady at \$272. Furnham has a set back, receding to 17s. 17d. cash and 17s. 17d. for 31st December again, and there are local cash buyers now at 17s. 17d. Shanghai quotes sellers at 17s. 17d. Shanghai and Hongkong Wharves advanced in the north to 17s. 17d. cash, and we bear of sales at 17s. 17d. in the north for 31st December; the closing cash rate is 17s. 17d. sellers. The interim dividend of 1s. 4 per share, as mentioned in our last circular, will be payable on 23rd instant, transfer books being closed until that date.

LANDS, HOTELS, AND BUILDINGS.—Hongkong Land Investment and Agency Company's shares sold at \$153, at which rate shares are on offer. Kowloon Lands are wanted at \$38. West Pointe sold up to \$38, closing with sellers at \$61. Hongkong Hotels sold at \$136 to \$137, closing with buyers at \$134; the ordinary half-yearly meeting of shareholders will be held on 27th instant, transfer books closing from 21st to 27th instant. Humphreys' Estate and Finance Company's shares sold at \$13 for old shares, but there are further sellers at that rate, while new issue shares can be placed at \$41. The latest quotation from Shanghai for Shanghai Lands is 17s. 17d.

COTTON MILLS.—Unchanged, without transactions.

MISCELLANEOUS.—Green Island Cements sold and have buyers at \$29. China Borneo fetched \$109. A. S. Watson & Company's sold at \$15, and are quiet with sellers at \$15. Old Electric sold and have buyers at \$17; the new ones have buyers at \$20. Gas shares have buyers at \$160. Ice Company's shares have advanced to \$250 buyers. Steam Waterboats have been fixed at \$19. Dairy Farms are in demand at \$20. Tehrans can be placed at \$1. China Providents have been done and are obtainable at \$91. Watkins are in request at \$9. Powells sold and are inquired after at \$12. Lancates are quoted in Shanghai 17s. 17d. buyers; the 3rd quarterly dividend of 1s. 10 per share (making so far 17s. 17d. for year ending 31st October 1904) is payable on 15th proximo.

HIRANO WATER.

THE QUEEN OF TABLE WATERS.

PURE, SPARKLING, INVIGORATING.

THE LEADING MINERAL WATER OF THE EAST.

Bottled in Japan by H. E. REYNELL & Co.

BEWARE OF JAPANESE IMITATIONS.

F. BLACKHEAD & CO., AGENTS.

Hongkong, 31st July, 1904. [1898]

INSURANCES

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1903, £16,893,650

I. AUTHORIZED CAPITAL, £3,000,000.

SUBSCRIBED CAPITAL, £2,500,000.

PAID-UP CAPITAL, £2,500,000.

II. FIRE FUNDS, £4,656,981 12 3

The Undersigned AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents.

Hongkong, 18th June, 1904. [1838]

THE WESTERN ASSURANCE COMPANY OF TORONTO AND LONDON.

INCORPORATED A.D. 1851.

MARINE BRANCH.

THE Undersigned having been appointed AGENTS for the above Company, are prepared to accept risks at current rates.

ALEX. ROSS & CO., Agents.

Hongkong, 28th April, 1904. [112]

L. UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED

THE Undersigned having been appointed AGENTS for the above Company, are prepared to accept risks against FIRE at current rates.

SIEMSEN & CO., Agents.

Hongkong, 1st January, 1904. [105]

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPEL.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to accept RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO., Agents.

Hongkong, 21st April, 1897.

PHENIX FIRE OFFICE.

THE Undersigned are now prepared to GIANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LAURENCE & CO., Agents for the Phoenix Fire Office.

Hongkong, 17th August, 1887. [2]

NORTHERN ASSURANCE CO.

FIRE and LIFE.

ESTABLISHED 1836.

THE Undersigned are prepared to accept First Class Foreign and Chinese RISKS against FIRE at Current Rates.

Also to accept proposals for LIFE ASSURANCE. Prospectuses on application.

TURNER & CO., Agents.

Hongkong, 23rd September, 1903. [267]

THE CIGARETTES OF THE FUTURE.

ONCE SMOKED ALWAYS SMOKED.

E. D. PROTOPAPAS & CO.
ALEXANDRIA & CAIRO, EGYPT.
FINEST EGYPTIAN CIGARETTES.

TRADE MARK



LOTUS,
Large Size \$5.00 per 100
Gold Tippec Medium Size
\$3.75 per 100
ZAFAR,
Large Size \$4.00 per 100
Medium Size \$4.20

KARIM,
Large Size \$3.75 per 100
Medium Size \$3.50
THABIT,
Large Size \$3.00 per 100
Medium \$2.75 per 100

SOLE AGENTS FOR HONGKONG:

1615 KRUSE & CO., CONNAUGHT HOUSE.
THEODORO VAFIADIS & CO

MANUFACTURERS OF HIGH-CLASS

FACTORY: CAIRO, EGYPT

EGYPTIAN CIGARETTES. (Close to H.C. Nubar Pasha's Palace)

PURVEYOR TO THE BRITISH FIELD FORCE

CANTERBURY IN SOUTH AFRICA.

BRANCHES:

BOMBAY, 20, ESPLANADE ROAD.

CALCUTTA, 4, DALHOUSIE SQUARE.

RANGOON, 72, MERCHANT STREET.

LONDON, 19, BARRINGHALL ST., E.C.

ALWAYS FRESH AND RELIABLE AT THEIR AGENTS.

MESSRS. KRUSE & CO., HONGKONG

JAPAN COALS.

HEAD OFFICE—1, SHIBUYA-CRO, TOKYO.
LONDON BRANCH—34, JANE STREET, E.C.
HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET

OTHER BRANCHES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Kure, Shimoda, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchino, Sasebo, Maizuru, Miike, Hakodate, Taipei, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Code)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the State

Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and

SOLE AGENTS for Hokoku, Hondo, Kanada, Fujinokuni, Manchu, Manouza, Onoura Otsuji, Sasahara Tsubakuro, Yoshinokuni, Yoshio, Yumokibara, and other Coals.

S. MINAMI, Manager, Hongkong.

THE TRADE MARKS ORDINANCE, 1893.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE IS HEREBY GIVEN that the

RUSSIAN FRENCH INDIA RUBBER GUTTA PERCHA and TELEGRAPH WORKS "PROWODNIK" of the town of

Riga in the Empire of Russia have on the 5th day of June, 1904, applied for the registration,

in Hongkong, in the Register of TRADE MARKS, of the following TRADE MARK:—

(MITSU BISHI CO.)

COAL DEPARTMENT

MARUNO-UCHI, TOKYO.

Cable Address, "IWASAKI," which applies to all Branch Offices and Hongkong and Shanghai Agencies.

AI, ABC 5th Edition, Western Union Codes used.

All Letters Addressed:—

MANAGER, MITSUBISHI CO., with name of place under.

BRANCH OFFICES:—

NAGASAKI, MOJI, KOBE, KARATSU AND HANKOW.

AGENTS:—

SHANGHAI: H. J. H. TRIPP

SHIPPING.

ARRIVALS.
CHUNSHAN, British str., 1,121, B. S. Lawlor, 21st August, — Manila 18th August, Nil.
Bradley & Co.
ELISABETH, RICKMERS, Ger. str., 993, Gotsche, 21st August, — Bangkok 14th August, Rice.
— Mulders & Co.
GABRIEL, British str., 2,331, William Finch, 21st August, — San Francisco 16th July, Honolulu 23rd, Midway Islands 30th, Yokohama 9th Aug., Kobe 11th, Nagasaki 12th and Shanghai 15th, Mails and General.
— O. & S. S. Co.
HAILONG, British str., 753, Chas. A. Mutton, 19th August, — Chusan via Hainan 18th August, Salvage store—Douglas Lapraik & Co.
HAINAN, British str., 636, E. S. Crowe, 21st August, — Swatow 20th August, General.
— Douglas Lapraik & Co.
HELENA, U.S. gaboon, 21st August, from Canton.
KORICHANG, German str., 1,292, S. Simonson, 21st August, — Bangkok 11th August, General.
— Butterfield & Swire.
KOWLOON, German str., 1,451, H. Stohr, 21st Aug., — Chinkiang 19th Aug., General.
— Simonson & Co.
KWONGSANG, British str., 1,277, Lake, 20th August, — Canton 19th August, General.
— Jardine, Matheson & Co.
LONGHONG, German str., 1,245, Kalkfien, 21st August, — Canton 20th August, General.
— Simonson & Co.
MATHILOE, German str., 678, G. Schalken, 20th Aug., — Swatow 19th Aug., General.
— John & Co.
PETARCH, German str., 1,252, C. Ahrens, 19th August, — Saigon 15th August, General.
— Chines.
PISANULOE, German str., 1,267, C. Fuchs, 20th August, — Bangkok and Swatow 19th August, Rice—Butterfield & Swire.
PROMETHEUS, Norwegian str., 1,024, H. Larsen, 21st August, — Bangkok 14th August, Rice—Chines.
RANMOON, British str., 1,394, P. Bar, 20th August, — Venice 11th July, Case Oil.
— Order.
SIRIUS, British str., 3,600, C. H. H. Moore, 21st August, — from Singapore.
TH. MIA, Norwegian str., 1,209, T. Thomassen, 21st August, — Kobe and Moji 14th August, General.
— Chines.
TAR, Norwegian str., 1,408, D. L. Danielsen, 21st August, — Hongkong 19th August, Coal.
— Sander, Weller & Co.
WONGSANG, British str., 1,116, Fowson, 21st August, — Shanghai 16th August, General.
— Butterfield & Swire.

CLEARANCE.

At the Harbour Master's Office, 20th August.
Rammor, British str., for Yokkaichi.

DEPARTURES.

20th August.
ANGHIN, German str., for Bangkok.
HONGKONG, French str., for Hoihow.
IDONNETS, British str., for Shanghai.
JAMES BRAND, British str., for Balak Papan.
KENNINGTON, British str., for Panama.
MERCEDES, British str., for Weihaiwei.
RUBI, British str., for Manila.
SARPHON, British str., for London.
TERRIBLE, British str., for Weihaiwei.
— 21st August.
AUSTRIA, Austrian str., for Shanghai.
CHUYER, Chinese str., for Shanghai.
EMMA LUYKEN, German str., for Sumatra.
FOUSHING, British str., for Saigon.
HINANG, British str., for Kobe.
JACOB DIEDERICHSEN, Ger. str., for Hoihow.
KARIN Swedish str., for Chiocho.
M. STEUBE, German str., for Tamsui.

VESSELS IN DOCK.

20th August.
ABERDEEN DOCKS.—
U.S.S. DOCKS.—U. S. S. Potlatch, Shanghai, H.M.S. Leviathan, Lethian, Ching-sha, Deuavongse.
COSMOPOLITAN DOCK.—Shantung, Gaelic.

VESSELS ON THE BERTH

REGULAR STEAMSHIP SERVICE TO NEW YORK.
Via P.O. and SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).
PROPOSED SAILINGS FROM HONGKONG, 1904.
"LOWTHER CASTLE" ... 2nd Aug.
"ATHOLL" ... 20th Sept.
For Freight and further information, apply to DODWELL & CO., LTD., Agents.
Hongkong, 9th August, 1904. [877]

BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.
The Company's Steamship

"PUNDUA,"
will be despatched as above on THURSDAY, the 25th inst.
For Freight or Passage, apply to JARDINE, MATHESON & CO., Agents.
Hongkong, 19th August, 1904. [2015]

FOR CANTON.

THE new and fast Twin-Screw Steamer

"SAN CHEUNG,"
351 Tons, Captain A. Murphy, will leave for Canton at 3.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.
First-class Fare, \$3 each way. Second-class, \$1.50 each way. Meals, \$1 each.
Cargo Freight very moderate.
CHEUNG ON STEAMBOAT CO., LTD.
No. 147, Connaught Road Central, Hongkong, 15th March, 1904. [2]

NOT RESPONSIBLE FOR DEBTS

NEITHER the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during the stay in Hongkong Harbour.
ECLIPSE, British 4-m. barque, J. McBryde—Standard Oil Co.
INKUM, British str., Pearse—Arnold, Karberg & Co.
LYNDHURST, British 4-m. barque, Parnell—Standard Oil Co.
KENNEDY, British Ship, T. E. Burch—Standard Oil Co.
E. B. SUTTON, American barque, Johnson—Order.
EVIN J. RAY, American barque, Kastina—Sander, Weller & Co.
SOKORO, British 4-m. barque, Wm. Bourke—Standard Oil Co.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. VIA PORTS OF CALL	COROMANDEL	Brit. str.	G. M. Montford	P. & O. S. N. Co.	27th inst. at Noon.
LONDON, AMSTERDAM & ANTWERP	PELEUS	Brit. str.	S. Barham	BUTTERFIELD & SWIRE	30th inst.
LONDON & ANTWERP, VIA SINGAPORE, &c.	JAVA	Brit. str.	S. Barham	P. & O. S. N. Co.	About 2nd Sept.
LONDON, AMSTERDAM & ANTWERP	GLAUCUS	Brit. str.	Thomson	BUTTERFIELD & SWIRE	13th Sept.
LONDON, AMSTERDAM & ANTWERP	TYDEUS	Brit. str.	Thomson	BUTTERFIELD & SWIRE	27th Sept.
MAARSEILLES, &c. VIA PORTS OF CALL	TOURANE	Brit. str.	Thomson	MESSAGERIES MARITIMES	To-morrow, 1 P.M.
MAARSEILLES, LONDON & ANTWERP	BANFOLK	Brit. str.	H. Blocker	GIBB, LIVINGSTON & CO.	About 7th Sept.
BREMEN, VIA PORTS OF CALL	GENESAU	Ger. str.	Mittelfeld	MEICHERS & CO.	14th Sept., Noon.
HAVRE & HAMBURG	SPERIA	Ger. str.	von Dohren	HAMBURG-AMERIKA LINIE	30th inst.
HAVRE & HAMBURG	ANDALUSIA	Ger. str.	von Dohren	HAMBURG-AMERIKA LINIE	11th Sept.
HAVRE & HAMBURG	SAMBA	Ger. str.	von Dohren	HAMBURG-AMERIKA LINIE	20th Sept.
HAVRE & HAMBURG	SCANDIA	Ger. str.	Schulke	HAMBURG-AMERIKA LINIE	3rd Oct.
HAVRE & HAMBURG	SOVIA	Ger. str.	Schulke	HAMBURG-AMERIKA LINIE	15th Oct.
HAVRE & HAMBURG	BRISGAVIA	Ger. str.	Schulke	HAMBURG-AMERIKA LINIE	1st Nov.
HAVRE, LONDON & ANTWERP	M'ONTHSHIRE	Brit. str.	G. C. Cundy	SHEWAN, TOMES & CO.	About 5th Sept.
DURBAN, NATAL	LOTHIAN	Brit. str.	J. C. Williamson	SANDER, WELLS & CO.	31st inst. P.M.
TRIESTE, &c. VIA SINGAPORE, &c.	NIPON	Brit. str.	Mistorigo	BUTTERFIELD & SWIRE	22nd Sept.
GENOA, MARSEILLES & LIVERPOOL	INDENBUS	Brit. str.	J. White	DODWELL & CO., LTD.	About 22nd inst.
NEW YORK VIA PORTS & SUEZ CANAL	L. CASTLE	Brit. str.	J. White	SHEWAN, TOMES & CO.	3rd Sept.
NEW YORK VIA SUEZ CANAL	EPSON	Brit. str.	J. White	STANDARD OIL CO.	About 15th Sept.
NEW YORK VIA SUEZ CANAL	HUSON	Brit. str.	J. White	CANADIAN PACIFIC R. CO.	24th inst.
VANCOUVER, VIA SHANGHAI, &c.	E. OF INDIA	Brit. str.	W. M. Smith	DODWELL & CO., LIMITED	12th Oct.
VANCOUVER, VIA SHANGHAI, &c.	ATHENIAN	Brit. str.	W. M. Smith	DODWELL & CO., LIMITED	31st inst.
VICTORIA (B.C.) & TACOMA VIA JAPAN	SHAWMUT	Brit. str.	W. M. Smith	BUTTERFIELD & SWIRE	7th Sept.
VICTORIA (B.C.) & SEATTLE VIA N'SARI, &c.	TELEMACHUS	Brit. str.	B. H. W. Snow	PORTLAND & ASIATIC CO.	25th inst.
PORTLAND, OREGON	APADIA	Brit. str.	B. H. W. Snow	PORTLAND & ASIATIC CO.	13th Sept.
AUSTRALIAN PORTS	CHANGSHA	Brit. str.	Ellis	GIBB, LIVINGSTON & CO.	Quick despatch.
JAPAN VIA SHANGHAI	RASTER	Brit. str.	Ellis	JARDINE, MATHESON & CO.	Today, at 4 P.M.
SHANGHAI	TIPIANAS	Dut. str.	Ellis	P. & O. S. N. Co.	About 23rd inst.
SHANGHAI & KOBE	KWONGSANG	Brit. str.	B. H. W. Snow	MESSAGERIES MARITIMES	About 24th inst.
SHANGHAI, KOBE & YOKOHAMA	FORMOSA	Brit. str.	B. H. W. Snow	P. & O. S. N. Co.	About 25th inst.
SHANGHAI	E. SIBONS	Brit. str.	B. H. W. Snow	JARDINE, MATHESON & CO.	25th inst.
AMOI, STRAITS & RANGOON	CHURAN	Brit. str.	H. A. Haraldsen	OSAKA SHOSHEN KAISHA	29th inst., 10 A.M.
TAMSUI, VIA SWATOW & AMOI	TRITON	Jap. str.	H. A. Haraldsen	OSAKA SHOSHEN KAISHA	24th inst., 10 A.M.
AMOI & TAMSUI	TRITON	Jap. str.	H. A. Haraldsen	OSAKA SHOSHEN KAISHA	To-morrow, D'light.
SWATOW	HAILONG	Brit. str.	Multon	DOUGLAS LAFRAIK & CO.	25th inst.
SWATOW, CHEFOO & TIENTSIN	HAILONG	Brit. str.	Multon	DOUGLAS LAFRAIK & CO.	Quick despatch.
MANILA	KANSU	Brit. str.	W. M. Smith	DODWELL & CO., LTD.	To-morrow.
MANILA (DIRECT)	SHAWMUT	Brit. str.	W. M. Smith	BUTTERFIELD & SWIRE	26th inst., 4 P.M.
MANILA	TAMING	Brit. str.	R. Rodger	JARDINE, MATHESON & CO.	27th inst., 10 A.M.
MANILA	LOONGSANG	Brit. str.	R. Rodger	SHEWAN, TOMES & CO.	10th Sept., 10 A.M.
MANILA	ZAFIRO	Brit. str.	R. W. Almond	JARDINE, MATHESON & CO.	24th inst., D'light.
MANILA	RUBI	Brit. str.	S. J. Payne	JARDINE, MATHESON & CO.	To-day, at 3 P.M.
SANDAKAN	MAUSANG	Brit. str.	G. Payne	JARDINE, MATHESON & CO.	To-day, at 3 P.M.
SINGAPORE, PENANG & CALCUTTA	NAMSANG	Brit. str.	G. Payne	JARDINE, MATHESON & CO.	To-day, at 3 P.M.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS—POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, CALCUTTA, BOMBAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 23rd August, 1904.

At 1 P.M., the Company's Steamship "TOURANE," Captain Girard, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES via Ports of Call, WITHOUT TRANSHIPMENT. This Steamer connects at COLOMBO with the Australian-line s.s. "Armand D'Almeida," bound for MARSEILLES via BOMBAY and ADEN. Cargo and Specie will be registered for London as well as for Marcellles, and accepted in transit through Marcellles for the principal places of Europe. Shipping Orders will be granted till Noon only on Monday, the 22nd August. Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on Tuesday. Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required. For further particulars, apply to the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 10th August, 1904. [2]

HONGKONG-CANTON LINE.

THE British steamship

"YING KING,"

Captain E. J. Page, of 1,088 tons, Registered, is the newest, fastest and most luxuriously furnished steamer on the line and is lighted throughout with electricity; hot and cold water service. The cuisine is unexcelled.

Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M. and returning from Canton every following evening at 5 P.M.

1st Class ... \$3.00 for Single journey

2nd Class ... 1.50

Meals ... 1.00 each.

The steamer's wharf is at the Western end of Wing Lok Street.

YUK ON S.S. CO., LTD.

No. 216, Wing Lok Street.

Hongkong, 27th February, 1904. [7]

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"

Captain Samuel Bell Smith.

DEPARTURES from Hongkong on week days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao week days at about 2 P.M. and Sundays about 7.30 P.M.

Fares—(week days) 1st Class (including cabin and board) \$5. Return Ticket \$5.

2nd Class \$1. 3rd Class 50 cents.

On Excursion Sundays 1st, 2nd, and 3rd Class \$1.00. Return Ticket \$2. Return Ticket \$3.

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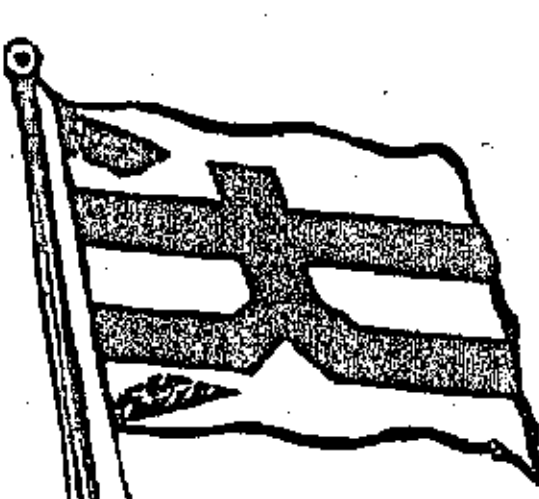
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OSAKA SHOSHEN KAISHA

REGULAR STEAMSHIP SERVICES BETWEEN

HONGKONG, SOUTH CHINA COAST PORTS

AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
ANPING, VIA SWATOW	"TRITON"	WEDNESDAY, 24th
AND AMOI	H. KRAFT	Aug. at 10 A.M.
TAMSUI, VIA SWATOW	"FRITHJOF"	SUNDAY, 28th Aug.
AND AMOI	H. A. HARALDSEN	at 10 A.M.

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.

For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8 Des Voeux Road Central.

Hongkong, 15th August, 1904. T. ARIMA, Manager [15]

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRACHTDAMPFER-DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
SPERIA (ex BAMBERG)	HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 30th Aug. Freight.
ANDALUSIA	HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 11th Sept. Freight.
Capt. Filler	HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 20th Sept. Freight.
SAMBA	HAVRE, BREMEN and HAMBURG (Calling at Singapore, Penang and Colombo)	On 3rd Oct. Freight & Passengers.
Capt. Luning	HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 18th Oct. Freight.
SCANDIA	HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 1st Nov. Freight.
Capt. Behrens	HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 1st Nov. Freight.
SUEVIA	HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 1st Nov. Freight.
Capt. von Dohren	HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 1st Nov. Freight.
BRISGAVIA	HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 1st Nov. Freight.
Capt. Schulke	HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 1st Nov. Freight.

For Further Particulars, apply to

HAMBURG-AMERIKA LINIE.

HONGKONG OFFICE.

QUEEN'S BUILDING, No. 1.

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
SHAWMUT	9,606	W. M. Smith	Wednesday, August 31st
TREMONT	9,606	T. W. Garlick	Saturday, October 1st

† Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

S.S. SHAWMUT, 9,606 tons. W. M. Smith. About 20th August.

S.S. TREMONT, 9,606 tons. T. W. Garlick. About 10th September.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND

CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

The twin-screw s.s. "SHAWMUT" and "TREMONT" have just been fitted with very

superior accommodation for First and Second Class Passengers. The large size of these vessels

ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo

carried in cold storage.

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND HUMANITA PORTS.

FROM	STEAMERS	TO	DUE
GLASGOW and LIVERPOOL	"TYDEUS"	On 26th August.	
GLASGOW and LIVERPOOL	"ANTENOR"	On 2nd September.	
GLASGOW and LIVERPOOL	"TELEMACHUS"	On 4th September.	

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM and ANTWERP	"PELEUS"	On 30th August.
LONDON, AMSTERDAM and ANTWERP	"GLAUCUS"	On 13th September.
GENOA, MARSEILLES and LIVERPOOL	"IDOMENEUS"	On 22nd September.
LONDON, AMSTERDAM and ANTWERP	"TYDEUS"	On 27th September.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS	"TELEMACHUS"	On 7th September.

For Freight, apply to—
BUTTERFIELD & SWIRE,
AGENTS. (10-11)

Hongkong, 17th August, 1904.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
MANILA, SWATOW, CHEFOO and TIENTSIN	"TAMING"	On 23rd August.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"KANSU"	On 25th August.
	"CHANGSHA"	On 13th September.

* The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light, Unrivalled Table. A duly qualified
Surgeon is carried.
† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.

For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS. (12)

Hongkong, 18th August, 1904.

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

(PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Monday, 22nd Aug. 3 P.M.
† SHANGHAI	"KWONGSANG"	Monday, 22nd Aug. 4 P.M.
SANDAKAN	"MAUSANG"	Wednesday, 24th Aug. D'light.
* MANILA (Direct)	"LOONGSANG"	Friday, 26th Aug. 4 P.M.

* These steamers have superior accommodation for First-Class Passengers and are fitted
throughout with Electric Light.
† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.
‡ For Freight or Passage, apply to—
JARDINE, MATHESON & CO.,
GENERAL MANAGERS. (1388)

Hongkong, 20th August, 1904.

SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT, OR VIA TAKU OR CHIN-WAN-TAO TO DURBAN, NATAL.
The following chartered steamers will run at intervals of about 3 weeks:—

S.S. "SWANLEY"	Captain J. P. Dawson.
S.S. "COURTNEY"	Captain J. W. Martin.
S.S. "GRANLEY"	Captain W. E. Steele.
S.S. "KDAL"	Captain A. Jennings.
S.S. "ASCOT"	Captain C. E. Cox.
S.S. "TWEEDDALE"	Captain T. M. Milne.
S.S. "LOTHIAN"	Captain J. C. Williamson.

The next departure will be the S.S. "LOTHIAN," sailing from here on or about 5th
September (taking Cargo for Durban, East London, Port Elizabeth, and Cape Town).
For Freight, apply to

GIBB, LIVINGSTON & CO.,
AGENTS. (2030)

Hongkong, 19th August, 1904.

JAVA-CHINA-JAPAN LIJN, REGULAR FOUR-WEEKLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS	JAVA PORTS	Second half August	JAPAN via SHANGHAI	First half September
TJILATJAP	JAPAN	Second half August	JAVA PORTS	Second half August
TJIMAH	JAPAN	First half September	JAVA PORTS	First half September

The Steamers are all fitted throughout with Electric Light and have accommodation for a
limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on
through Bills of Lading.

For Particulars of Freight and Passage, apply to the

HEAD AGENCY OF THE
JAVA-CHINA-JAPAN LIJN.
Telephone No. 375. (25)

Alexandra Buildings, 3rd Floor.

Hongkong, 15th August, 1904.

COMPAGNIE DES MESSEAGERIES
MARITIMES.
PAQUEBOTS-POSTES FRANCAIS.

FOR SHANGHAI, KOBE AND
YOKOHAMA.

THE Company's Steamship

"ERNEST SIMONS,"
Captain Bourdon, will be despatched for the
above ports on or about WEDNESDAY, the
24th inst.
For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent. (2)

Hongkong, 18th August, 1904.

"SHIRE" LINE STEAMSHIP CO.

FOR HAVRE, LONDON AND
ANTWERP.

THE Company's Steamship

"MERIONETHSHIRE,"
Captain G. C. Gurdy, will be despatched for
the above ports on WEDNESDAY, the 7th
September.

This steamer has superior accommodation for
Saloon passengers.
For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
Agents. (1958)

Hongkong, 11th August, 1904.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA,
INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERSIAN GULF, CONTINENTAL,
AMERICAN AND SOUTH AFRICAN PORTS.
THE Steamship

"COROMANDEL,"
Captain G. M. Montford, R.N.R., carrying His
Majesty's Mails, will be despatched from this
for Bombay, etc., on SATURDAY, the 27th
AUGUST, at Noon, taking passengers and
CARGO above ports in connection with the
Company's s.s. "Moldavia," 9,500 tons, from
Colombo. Passengers' accommodation in which
vessel is secured before departure from Hong-
kong.

Silk and Valuables, all cargo for France, and
Tea for London (under arrangement) will be
transhipped at Colombo into the Mail steamer
proceeding direct to Marseilles and London.
Other cargo for London, &c., will be conveyed
from Bombay by the R.M.S. "Victoria," due
in London on the 9th October.
Parcels will be received at this Office until
4 P.M. the day before sailing. The contents and
value of all packages are required.
For further particulars, apply to
E. A. HEWETT,
Superintendent. (1)

Hongkong, 15th August, 1904.



AUSTRIAN LLOYD'S STEAM NAVI- GATION COMPANY.

STEAM FOR
FIUME AND TRIESTE (DIRECT).
Calling at SINGAPORE, PENANG,
CALCUTTA, COLOMBO, ADEN,
SUZ and PORT SAID.
(Taking Cargo on through rates to the BRAZILS,
TO SOUTH AFRICA, RED SEA, BLACK SEA,
LEVANT, VENICE and ADRIATIC PORTS).
THE Company's Steamship

"NIPPON,"
Captain Mistrorico, will be despatched as above
on WEDNESDAY, the 31st inst., P.M.
For information as to Passage and Freight,
apply to

SANDER, WIELER & CO.,
Agents.
Princes Buildings.
Hongkong, 2nd August, 1904. (3)

AMERICAN ASIATIC STEAMSHIP
COMPANY.

FOR NEW YORK SUEZ VIA CANAL.
THE Steamship

"EPSOM,"
Captain J. White, will be despatched for the
above port on SATURDAY, the 3rd September.
For Freight, apply to
SHEWAN, TOMES & CO.,
General Agents. (1630)

"BEN" LINE OF STEAMERS.

FOR MARSEILLES, LONDON AND
ANTWERP.

THE Steamship

"BENVOLICH,"
Captain Thomson, will be despatched as above
on or about the 7th September.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents. (1994)

STEAMSHIP SERVICE TO NEW YORK
VIA SUEZ CANAL.
(With liberty to call at Philippine Ports.)

THE Steamship

"HUDSON,"
will be despatched on or about the 15th
September.
For Freight or further information, apply to
STANDARD OIL COMPANY
OF NEW YORK,
Oriental Freight Department.
Hongkong, 28th July, 1904. (1844)

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
Calling at PORT DARWIN and QUEEN-
SLAND Ports, and taking through Cargo to
ADELAIDE, NEW ZEALAND, TASMANIA,
&c.)

THE Steamship

"EASTERN,"
Captain Ellis, will be despatched for the above
ports on SATURDAY, the 17th September,
at Noon.
This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
sions, Tea, &c., throughout the voyage.
This Steamer is installed throughout with
the Electric Light.
A Stewardess and a duly qualified Surgeon
are carried.
N.B.—To assure the additional comfort of
passengers the Steamers of the Company have
electric fans fitted in staterooms.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents. (2027)

Hongkong, 19th August, 1904.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS
in CHINA AND JAPAN for the above Line
are prepared to issue THROUGH BILLS
OF LADING for all the principal ports in
South Africa, in connection with Indo-
China Steam Navigation Co.'s fortnightly
service hence to CALCUTTA. Sailings from
CALCUTTA for CAPE PORTS every fortnight.
For Freight and further particulars,
apply to

DODWELL & CO., LIMITED.
General Agents for China and Japan.
Hongkong, 4th August, 1897. (174)

QUAN WAI & CO.
GRAVITE AND MARBLE MERCHANTS.
EXPORTERS AND CONTRACTORS.

Sole Agents of
QUAN TAI & CO., Lime Manufacturers.
All descriptions of
GRAVITE AND MARBLE FOR EXPORT.
Prices & Estimates on Application.
No. 1, QUEEN'S ROAD, EAST.
Hongkong, 17th October, 1899. (174)

NOTICES TO CONSIGNEES

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"GNEISENAU,"
OF THE NORDDEUTSCHER LLOYD,
having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the Godowns
of the Hongkong and Kowloon Wharf and
Godown Company, Limited, Kowloon, whence
delivery may be obtained.
Optional Cargo will be forwarded unless
notice to the contrary is given before 5 P.M.
To-day, the 18th inst.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered, after the 23rd instant, will be
subject to rent.
All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on Tuesday, the 23rd August, at
9.30 A.M.

All Claims must reach us before the 29th of
August, or they will not be recognised.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the
undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
Agents.
Hongkong, 16th August, 1904. (5)

OCEAN STEAMSHIP COMPANY,
LIMITED,
AND
CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"IDOMENEUS,"
are hereby notified that the Cargo is being
discharged into Craft, and/or landed at the
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Ltd., where in both
cases it will be at Consignees' risk. The Cargo
will be ready for delivery from Craft or Godown
on and after the 20th inst.

Optional cargo will be landed, unless notice
has been given prior to steamer's arrival.
All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined at 11 A.M., on the 25th inst.

No Claims will be admitted after the Goods
have left the Godowns, and all Claims must be
sent in to the Office of the undersigned before
Noon, on the 25th August, or they will not be
recognised.

No Fire Insurance has been effected.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 14th August, 1904. (110-11)

AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID,
ADEN, BOMBAY, COLOMBO, PENANG,
AND SINGAPORE.

THE Company's Steamship

"AUSTRIA,"
having arrived, Consignees of Cargo are hereby
informed that their Goods are being landed
at their risk, into the Godowns of the
Hongkong and Kowloon Wharf and Godown
Co., Limited, whence delivery may be obtained.
This Vessel brings Cargo:
From Levant ex s.s. *Urania*, transhipped at
Port Said.
From Venice ex s.s. *Venezia*, transhipped at
Trieste.
From South Africa ex s.s. *Bohemia*, trans-
hipped at Aden.

Optional Cargo will be discharged here unless
notice to the contrary is given immediately.
No Claims will be admitted after the Goods
have left the Godowns, and all Claims must be
sent in to the Office of the undersigned before
Noon, on the 25th August, or they will not be
recognised.

No Fire Insurance has been effected, and any
Goods remaining in the Godowns after the
25th August, will be subject to rent.
Bills of Lading will be countersigned by
SANDER, WIELER & CO.,
Agents.
Hongkong, 18th August, 1904. (3)

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are
prepared, during suspension of their
Trans-Pacific Service and until further notice,
to book cargo and issue Bills of Lading to
SEATTLE, WASH., VICTORIA, B.C., and
PACIFIC COAST PORTS, also to OVER-
LAND POINTS in the UNITED STATES
and CANADA in connection with the GREAT
NORTHERN RAILWAY from SEATTLE,
as hitherto, by the steamers of the NORTHERN
PACIFIC S.S. CO., BOSTON STEAMSHIP
and TOWBOAT CO.'S, OCEAN S.S. CO.,
and CHINA MUTUAL S.N. CO.

For Further Particulars, apply at the
Company's Local Branch Office in Prince's
Building, First Floor, Charter Road.
A. S. MIHARA,
Manager. (1299)

Hongkong, 20th May, 1904.

GRIMAULT & CO.
SARSAPARILLA
A TRUE BLOOD PURIFIER

CLEANSE YOUR BLOOD
WITH GRIMAULT & CO.
SARSAPARILLA!

For eruptions, scrofula, boils, ulcers,
sores, carbuncles, pimples, blotches,
and all disorders originating in vitia-
ted blood, this medicine is the most
reliable and most economical and
contains no mercury or dangerous
minerals. No other blood-purifier gives
equal satisfaction or is so universally
in demand.

GRIMAULT & CO.
8, rue Vivienne, PARIS (France)
Sold by all dealers. (1265-1)

HONGKONG BUSINESS DIRECTORY.

JEWELLERS

MAISON LEVY HERMANOS
Diamond Merchants and Watchmakers, 40
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Hong
Kong.

PHOTOGRAPHER

M. MUMEYA, JAPANESE ARTIST.
Bromide and Crayon Enlargements and
also colouring Photos and relief Photos.
Views of China and Manila. Work
done for Amateurs; No. 8a, Queen's
Road Central.

STOREKEEPERS

B. SMARCK & CO.,
Navy Contractors, Ship Chandlers,
Provision and Coal Merchants, Sail-
makers, &c. Fresh Water supplied to
Vessels in the Harbour

KWONG SANG & CO.,
Shipchandlers, Sailmakers, Provisioners,
Coal Merchants, Hardware Engineers,
Tools, Metal, Iron and Steel Merchants
144, Des Vaux Road.

TONG CHONG WO & CO.
No. 98, QUEEN'S ROAD CENTRAL.

Manufacturers of Hand-made Pure
HAVANA CIGARS AND CIGARETTES.
They are made of best Havana leaves and
possess a mild and choice flavour.
Inspection courteously invited.
Hongkong, 28th May, 1904. (13)

PRINTING OF ALL KINDS at the most
moderate prices at
THE "DAILY PRESS" OFFICE
All proofs re read and all work
superintended by Englishmen. Always
equal and generally superior to that
done anywhere else. Estimate given

THE PHYSICIAN'S
Cure for Gout,
Rheumatic Gout
and Gravel.

Safest and most
Gentle Medicine for
Infants, Children,
Delicate Females,
and the
Sickness of Pregnancy.

THE HONGKONG DAILY PRESS,
with which is incorporated
"THE CHINA OVERLAND TRADE REPORT,"
subscription, if paid in advance, \$12 per annum
Postage to any part of the World \$2

THE PROVINCE OF SHANTUNG
ITS TRADE, POPULATION AND FUTURE
PROSPECTS.
BY M. O'S.
Reprinted from the "HONGKONG DAILY PRESS,"
Price, 50 cents Cash. Messrs. Kelly & Walsh
or Daily Press Office
Hongkong, 31st January, 1906

DINNEFORD'S

The Universal Remedy for Acidity of the
Stomach, Headache, Heartburn, Indigestion,
Sour Eructations, Biliary Affections.

DINNEFORD'S
MAGNESIA

MAGNESIA

882

van
Houten's
Cocoa

The most nourishing, digestible
and delicious of all Cocoas.

BEST & GOES
FARTHEST.

286-7

The Young American Cigars.

Connoisseurs' opinions of these Cigars:
They are delicious! soothing! unequalled in quality, flavour,
and price. Ask your tobacconist for them and do not be
put off with any other.

Sole Importers—HOLLAND-CHINA TRADING CO. (123-3)

GOLD MEDAL,
Health Exhibition, London.

The BRITISH MEDICAL JOURNAL says:—
"Benger's Food has, by its
excellence, established
a reputation of its
own."

From an Eminent
Surgeon:
"After a lengthened
experience of Foods,
both at home and
in India, I consider
Benger's Food in-
comparably superior
to any I have ever
prescribed."

Delicious, Nutritive, Digestible.
Benger's Food is sold in TINS by Chemists, &c., everywhere.

BENGER'S

FOOD FOR
INFANTS,
INVALIDS, and the AGED.

60-2

POST OFFICE NOTICES.

The *British India* with the French mail of the 22nd ult. left Saigon on Sunday, the 21st inst. at 9 a.m. and may be expected here on or about Wednesday, the 24th inst. This packet brings replies to letters despatched from Hongkong on the 18th June.

MAILS WILL CLOSE

PORT	PER	DATE
Canton	Paterson	Monday, 22nd, 7.30 a.m.
Manila	Shawmut	Monday, 22nd, 8.00 a.m.
Kobe	Taiyo	Monday, 22nd, 11.00 a.m.
Singapore, Penang and Calcutta	Nansan	Monday, 22nd, 2.00 p.m.
Shanghai	Kiohngkong	Monday, 22nd, 2.30 p.m.
Canton	Hankow	Monday, 22nd, 5.00 p.m.
Namtu	Taiwan	Monday, 22nd, 5.00 p.m.
Sanhu	Winghai	Monday, 22nd, 5.00 p.m.
Macao	Taiwan	Monday, 22nd, 5.00 p.m.
Kongkong, Kanton and Samsun	Taiwan	Monday, 22nd, 5.00 p.m.
Tonraue and Quinlon	Taiwan	Monday, 22nd, 5.00 p.m.
Amoy and Tamsun	Taiwan	Monday, 22nd, 5.00 p.m.
Canton	Taiwan	Monday, 22nd, 5.00 p.m.
Swatow	Taiwan	Monday, 22nd, 5.00 p.m.
Saigon	Taiwan	Monday, 22nd, 5.00 p.m.

EUROPE, &c. India via Taitouin. (Late Letters 11.00 to 11.30 a.m. Extra Postage 10 cents.) Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.

Manila	Taiwan	Tuesday, 23rd, 4.00 p.m.
Sandakan	Taiwan	Tuesday, 23rd, 5.00 p.m.
Canton	Taiwan	Tuesday, 23rd, 5.00 p.m.
Namtu	Taiwan	Tuesday, 23rd, 5.00 p.m.
Sanhu	Taiwan	Tuesday, 23rd, 5.00 p.m.
Macao	Taiwan	Tuesday, 23rd, 5.00 p.m.

AMOI, SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA, HONOLULU and SAN FRANCISCO. (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

Canton. (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA, VICTORIA and VANCOUVER (B.C.). (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

Canton. (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

Manila. (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

Sanhu. (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

Canton. (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

Manila. (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

EUROPE, &c. India via Taitouin. (Late Letters 11.00 to 11.30 a.m. Extra Postage 10 cents.) Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.

TO-DAY. Ordinary Half-yearly Meeting of Hongkong and Whampoa Dock Co., Ltd., noon. Sale, Crown Land, Public Works Department, 3 p.m. A Meeting of Subscribers to the Subscription Griffin List, Hongkong Hotel, 4 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

20th August

ON LONDON.—

Telegraphic Transfer	100
Bank Bills, on demand	100
Bank Bills, at 30 days' sight	100
Bank Bills, at 4 months' sight	100
Credits, at 4 months' sight	100
Documentary Bills, 4 months' sight	100

ON PARIS.—

Bank Bills, on demand	100
Credits, at 4 months' sight	100

ON GERMANY.—

On demand	100
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ON NEW YORK.—

Bank Bills, on demand	100
Credits, 60 days' sight	100

ON BOMBAY.—

Telegraphic Transfer	100
Bank, on demand	100

ON CALCUTTA.—

Telegraphic Transfer	100
Bank, on demand	100

ON SHANGHAI.—

Bank, at sight	71 1/2
Private, 30 days' sight	72 1/2

ON YOKOHAMA.—

On demand	100
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ON SINGAPORE.—

On demand	Nominal.
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ON BATAVIA.—

On demand	100
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ON HATYONG.—

On demand	100
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ON SAIGON.—

On demand	100
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ON BANGKOK.—

On demand	100
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SOVEREIGNS, Bank's Buying Rate

100 fine, 100 fine, per oz.	\$58.20
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GOLD LEAF, 100 fine, per oz.

100 fine, 100 fine, per oz.	\$58.20
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SILVER, per oz.

100 fine, 100 fine, per oz.	\$58.20
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The H.A.L. steamer *Scandia*, from Hamburg, left Singapore for this port on the 18th Aug. a.m., and may be expected here on the 24th August at daylight.

The J.C.J. Lin steamer *Tiatjat* left Kt for this port on the 17th August, and may be expected here on the 24th August.

The Indo-China steamer *Komany* left Ccutta for this port via the Straits on the 13th August, and may be expected here on the 29th August.

The P. & A. steamer *Aropana* arrived Yokohama on the 18th August, and may be expected here on the 30th August.

The Barter Line steamer *Simosa* left New York on the 14th August.

The C.N. steamer *Cingulo*, from Australia, ports, left Sydney on the 13th August, p.m. and is due here on the 7th September.

The E. & A. steamer *Eastern*, from Sydney &c., will leave Manila to-day for this port.

STEAMERS PASSED THE CANAL.

July 26th—*Dardanus*, *Beckley*, *Claverbolt*, 29th—*Annam*, *Ellerie*, *Tydena*, Aug. 2nd—*Ernest Simons*, *Ulysses*, *Dante*, 5th—*Topotelemachus*, 9th—*Bayern*, *Ambrica*, *Benevento*, *Tricette*, *Eidsvold*, *Yangtze*, *Balfow*, *Seneo*, *Alexandria*, 12th—*Cantata*, *Malacca*, *Patriarch*, *Suevia*, *Barotse*, *Heutigen*, 18th—*Baronede*, *Roon*, 19th—*Malta*, *Prometheus*, *Numenius*, *Tonkin*, *Pingsey*, *Imerie*.

ARRIVALS AT HOME.

Aug. 2nd—*Tenbits*, 5th—*Ceylon*, 9th—*Bismuth*, *Himalaya*, *Seyovia*, *Aganemnon*, *Mos*.

OPIUM.

Quotations are—	19th August.
Malwa New	\$1080 to \$1100 per picul
Malwa Old	\$1150 to \$1180
Malwa Older	\$1250 to \$1280
Malwa V. Old	\$1300 to \$1330
Persian fine quality	\$880 to \$900
Persian extra fine	\$900 to \$920
Patna New	\$1175 to \$1200 per chest
Patna Old	\$1200 to \$1225
Benares New	\$1142 1/2 to \$1165
Benares Old	\$1170 to \$1195

VESSELS EXPECTED.

THE FRENCH MAIL.	THE ENGLISH MAIL.	THE AMERICAN MAIL.	THE GERMAN MAIL.
The M.M. steamer <i>Ernest Simons</i> left Saigon on Sunday, the 21st August, at 9 a.m., for this port.	The P. & O. steamer <i>Chusan</i> left Singapore on the 20th July for this port, and is due here about 6 a.m., on Thursday, the 25th August.	The P.M. steamer <i>Mongolia</i> , from San Francisco to the 20th July via Honolulu, left Yokohama for this port via Kobe, &c., on the 17th August, a.m.	The I.G.M. steamer <i>Leviathan</i> left Colombo on the 20th August, a.m., and may be expected here on Wednesday, the 31st August.

Ideal Milk



Enriched 20 per cent. with Cream.

Sterilized—Not Sweetened.

A Perfect Substitute for Fresh Milk.

JOINT STOCK SHARES.

Hongkong, 20th August.

COMPANY PAID UP. QUOTATIONS.

Bank of China

Hongkong & Shanghai

Nat'l. Bank of China

A. Shares

B. Shares

Found. Shares

Hongkong Electric

Hongkong & Shanghai

Hongkong & Shanghai

Hongkong & Shanghai

Hongkong & Shanghai

Hongkong & Shanghai

Hongkong & Shanghai

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SHIPPING.

SHIPPING IN PORT.

ANGLO-AUSTRALIAN, British str., 2,381, O. H. Lewis, 11th Aug.—New York via Cape of Good Hope 11th June, Cuse Oil.—Standard Oil Co.

ATAKA, British str., 2,392, J. Park, 18th Aug.—New York 25th June, Petroleum.—Standard Oil Co.

BIN-TI-HUAN, French str., 2,383, R. Lagrange, Kutchinatz 6th August, Coal.—Bradley & Co.

CHANGHAI, British str., 2,300, T. Moore, 15th August.—Sydney 19th July and Manila 12th August, General.—Butterfield & Swire.

DEVAWONGSE, German str., 1,657, Chr. Kumpel, 11th August.—Bangkok 4th August, Rice.—Butterfield & Swire.

EMPEROR OF INDIA, British str., 3,032, O. P. Marshall, 18th August.—Vancouver 25th July and Shanghai 13th August, Mails and General.—C. P. R. Co.

HANOR, French str., 728, P. Merlees, 12th Aug.—Haiphong 9th Aug. and Heilong 11th. Pigs and General.—A. R. Marty & Co.

KORAT, German str., 1,903, H. Hirbner, 16th August.—Singapore 26th July, and Bangkok 9th August, General.—Norddeutscher Lloyd.

LABETTES, British str., 1,341, J. B. Jackson, Saigon 9th August, Rice and Meal.—Chinsea.

LOTHIAN, British str., 3,222, J. C. Williamson, 4th August.—Salina Cruz 30th June.—China Commercial S. S. Co.

MAUSANG, British str., 1,644, S. J. Payne, 10th August.—Sandakan 4th August, Timber.—Jardine, Matheson & Co.

NAMSIANG, British str., 4,035, G. Payne, 13th August.—Calcutta 30th July and Singapore 8th August, General.—Jardine, Matheson & Co.

OCAMPO, British str., 1,311, G. G. Graham, 16th August.—Mororan 6th August, Coal.—Doddwell & Co.

ORANOR, Norwegian str., 1,001, Joh. Dannavig, 19th Aug.—Bangkok 12th Aug. General.—Sander, Wieler & Co.

PRINS VALDEMAR, Danish steamer, 3,614, L. Koch, 19th August.—Shanghai 15th Aug. General.—Melchers & Co.

QUANGNAM, French str., 710, Jean Vidal, 17th August.—Saigon via Haiphong 10th Aug. General.—Bradley & Co.

ROEHAMPTON, British str., 1,391, John Standish, August.—Venice 26th June, Oil.—Standard Oil Co.

SANSEN, German str., 998, Rehwaldt, 17th August.—Koblenz 11th August, Rice.—Melchers & Co.

SHANTUNG, British str., 1,897, J. Marnech, 8th August.—Java ports 30th July, General.—Butterfield & Swire.

SIRK, British str., 3,216, James Rowley, 5th July.—New York 4th May, General.—Doddwell & Co.

SUISAN, British str., 1,776, James Young, 17th August.—Pekalongan (Java) 8th August, Sugar.—Jardine, Matheson & Co.

TAIFU, German str., 1,983, C. Ueberfeldt, 11th August.—Saigon 6th August, Rice and Rice-Oil.—East Asiatic Trading Co.

TAMING, British str., 1,342, Pannafalor, 19th August.—Manila 15th August, General.—Butterfield & Swire.

TEINPAU, German str., 1,002, O. Koch, 17th August.—Barrak 16th August and Kuching 11th, Rice, Cotton and General.—North German Lloyd.

SAILING SHIPS.

E. B. SUTTON, American barque, 1,248, Johnson, 19th July.—Chiofo 25th June, Ballast.—Order.

ECLIPSE, British ship, 2,973, J. McBryde, 10th May.—New York 10th December, 1903, Coal.—Standard Oil Co.

EVIE, J. Bay, American barque, 913, Kastin, 6th August.—Manila 20th June, Timber.—Sander, Wieler & Co.

KENTREBE, British barque, 2,334, Burch, 14th June.—New York 29th January, Kerosine.—Standard Oil Co.

SEKOTO, British 4-m. barque, 2,193, William Bourke, New York 3rd April, Petroleum.—Standard Oil Co.

TRONGATE, British barque, 949, A. Hutton, 28th May.—Prenant 22nd March, Sandalwood.—Gilmor & Co.

CHERUB, water tank and tug.

HANDY, torpedo boat destroyer.

LEVATHAN, cruiser, Capt. Stopford.

OTTER, torpedo boat destroyer, Lieut. E. H. Jellicoe.

RAMBLER, surveying-ship, C. E. Munro.

TAKU, torpedo-boat destroyer.

TAMAR, receiving ship, Commodore C. G. Dickson.

VIRAGO, torpedo-boat destroyer.

FOREIGN WARSHIPS.

GENERAL ALAYA, American transport, Captain Whitton.

TITANIA, German cruiser, Capt. Solank.

HONGKONG TIDE TABLE.

From 21st to the 27th August.

High Water.	Low Water.
Mean Time.	Mean Time.
Aug. 21	Aug. 21
5.45	11.55
6.15	11.25
6.45	10.55
7.15	10.25
7.45	9.55
8.15	9.25
8.45	8.55
9.15	8.25
9.45	7.55
10.15	7.25
10.45	6.55
11.15	6.25
11.45	5.55
12.15	5.25
12.45	4.55
1.15	4.25
1.45	3.55
2.15	3.25
2.45	2.55
3.15	2.25
3.45	1.55
4.15	1.25
4.45	0.55
5.15	0.25
5.45	0.00
6.15	0.25
6.45	0.55
7.15	1.25
7.45	1.55
8.15	2.25
8.45	2.55
9.15	3.25
9.45	3.55
10.15	4.25
10.45	4.55
11.15	5.25
11.45	5.55
12.15	6.25
12.45	6.55
1.15	7.25
1.45	7.55
2.15	8.25
2.45	8.55
3.15	9.25
3.45	9.55